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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

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American Railroad Journal.

New York, Saturday, June 14, 1862.

The Late Freshet.

During the past week one of the most destructive freshets that ever visited this country ravaged large portions of Virginia, Maryland, Pennsylvania, New Jersey and this State. Its effects, indeed, are known to have been experienced all over the Atlantic slope, from Maine to the Carolinas. Pennsylvania, however, appears have been the chief sufferer. On the Delaware and Lehigh rivers the water is known to have risen as high as in the great freshet of 1841, which proved so exceedingly disastrous to the coal and navigation interests of that State. A period of twelve years elapsed before the Lehigh Navigation Company were able to resume the payment of dividends. It does not seem that this river has been so completely swept of its great improvements as on that occasion, though several dams, locks and bridges have been carried away. The causes why the State should suffer so severely are simple. In the first place, she has much more valuable property exposed to destruction than any other State lying to the

each of these has attracted to itself an extensive manufacturing industry, all of which suffers in the general wreck. Thus, a large number of the most important iron-works in the country are situated in the valley of the Lehigh, between Easton and Mauch Chunk. By means of the improvements made there, the soft ores obtained in the Pennsylvania mountains, are mixed with the harder ores from the Northern part of New Jersey, the product being manufactured into various uses or shipped directly to Philadelphia and this city. With the sudden rise of the waters some of those works were invaded before the furnaces had time to blow out; others were so inundated that the buildings sustained serious damage. In every case, there is more or less interruption in getting supplies and shipping products to the large cities. The Morris Canal will be a heavy loser in its busi-

In the next place, through an agency lately al luded to in these columns, the Eastern parts of Pennsylvania and New York have become more exposed to ravages from heavy rains than States. whose surface is largely covered by forests. The water rushes forthwith to the leading arteries and the ocean, instead of settling in the swamps and woodlands. This is one of the necessary evil consequences of improvements, or rather of improvements only half carried through. In a single day the Keystone State was made not less than five and possibly ten millions poorer than she had been the day before. Allowing for the States lying on both sides of her, we doubt not the total losses will foot up to the larger of the figures mentioned. Indeed, the Lehigh Valley alone is estimated to have been devastated to the extent of five millions. A similar sum judiciously expended would, we believe, have prevented pearly all the mischief; and when we come as a community to adopt the principle of prevention rather than cure, that sum will be forthcoming.

One of the preventive agencies has already been to be dispensed on future occasions to the low-Southward, and most of those lying to the North- lands. Considering what has already been accom-

how much more could be done, were the agricultural, manufacturing, mining and carrying interests to combine their strength on behalf of the pro posed undertakings. The soil would be vastly benefitted by the retention of its best ingredients. now annually washed away, and by the process of irrigation, which would alone almost double its productive capacity. If the farming interest was sufficiently intelligent and enterprising, it would not hesitate in carrying into effect the improvements we have pointed out. But the truth is, every interest is directly concerned in the same general result, as the events of last week abundantly bear

In connection with this, there is another agency which is equally simple and much less expensive, that ought to be employed without delay. The science of Meteorology has now arrived at such a pitch that every general and violent storm, such as that of Wednesday week, can be predicted with almost absolute certainty twenty-four or thirty-six hours in advance. By means of the telegraph this information might be communicated to all parts of the country in a few minutes, so that signals could be displayed along the coast, while in the interior works could be put in a state of readiness to receive the expected visitor. Every reservoir could thus be run dry; every canal be lowered; even the boatmen could be forewarned. A large number of valuable lives perished during the late freshet, every one of which might have been saved to their own families and the community at large.

We are here making use of no reckless assertions. The experiment of "forecasting" the woather has been tried in England. It is conducted on strict scientific principles by a Department under the supervision of Admiral Fitzroy. To defray the necessary expenses in connection with it, the British Government makes a small appropriation annually. A leading London journal remarks that this invention has already been the means of saving hundreds of lives annually. alluded to in these columns—the construction of It is admitted on all hands that though Fitzroy numerous reservoirs in the mountain ravines, by has made frequent mistakes as to local gales, yet which the surplus waters might be retained there, that no great general storm has visited the country during the past year without being heralded for several hours in advance by the display of signals ward of herself. Her mountains are not only plished, in our own country, for the purpose sim- along the coast, warning seamen to keep off shore penetrated by numerous canals and railroads, but ply of supplying our canals, it will be readily seen or not to venture out for the time being. In this

coast lines, the laws of the storm will doubtless be found more simple than in any part of Europe.

When our government and people determine to adopt the instrumentalities which science has put these improvements and new cars has been charged within their reach to obviate the dangers arising to transportation expenses. from storms and floods, they can readily be obviated.

Cincinnati, Hamilton and Dayton Railroad.

The gross income of this company for the fiscal year ending March 31, 1862, after division of earnings with the Little Miami and Columbus and Xenia Railroad Company, was as follows:

From	passengers	5272,117	30
+ 6	freight	298,289	69
6.6	mails and express	36,854	57
8.6	rents of track and machinery	30,914	11
46	" real estate	2,063	75
8.6	interest	5,966	21
		646,205	57

	4	po 30,200	01
And the expenses were:			
Repairs of road \$62,475	2 86		
bridges 8,38	4 39		
" buildings 8,678	8 53		
Passenger expenses 84,357	21		
Freight " 99,96	2 39		
Other train " 1,450	20		
Station " 10,802	2 58		
Office " 18,019	77		- 11
Shop " 9,40"	7 92		
Watching bridges 5,579	9 08		
Miscellaneous 12,37	4 06		
(70)4		316.490	99

	310,100 00
Balance of earnings	\$329,714 58
Interest on bonds \$95,03	30 84
Taxes and insurance 13,70	06 40
Balance profit and loss ac't 17	75 83

108,913	07
Net income for the year \$220,801	51
Dividend, October, 1861, 3½ per cent	
Dividend, April, 1862, 4	

			101,000	00
Surplus Surplus previous	year	 	 . \$59,116 . 36,041	51 23
				_

The sinking fund is fully up to the requirements of the resolution passed by the stockholders in the year 1855.

The gross receipts for the year ending March 31, 1862, after division, were \$646,205 57 For the year ending March 31, 1861. 615,071 07

Showing an increase of\$31,134 5	0
The expenses for the year ending	- 1
March 81, 1862, including interest	
on honds, taxes and in-	
surance, were \$425,404 06	
Expenses for previous v'r 440,475 76	

- 15.071 70

Making the increase in net earnings .. \$46,206 20 The number of passengers carried during the year was 358,992-a decrease of 120,945. The tons of freight carried amounted to 249,540-a decrease of 26,653. The track and equipment have been kept in good repair. There have been used in the former during the year, 7151/2 tons of rails, 34,880 cross-ties, 26,800 lbs. spike and 46,-385 wrought iron chairs. There will be required for the current year, 700 tons of rails, and about 12,000 cross-ties. Ten passenger, four baggage and forty new freight cars have been built in the com-

country, owing to the uniformity of our general 65. There have also been built two warehouses, one at Middletown station, and the other at Miamisburgh station. In Cincinnati, a car house, 32 by 165 feet has been erected. The cost of

> The contract for a division of business and earnings, made in 1860, between the Little Miami, Columbus and Xenia, Dayton, Xenia and Belpre, and this company, continues to work advantageously to the public, as well as to the parties more directly interested.

	rocery meerested.		
1	BALANCE SHEET.		
	Construction	\$2,648,296	38
	Equipment	504,892	35
	Real estate	270,431	06
	Wood and materials for repairs	40.245	73
	Dayton and Western R. R. bonds	26,000	00
	Dayton and Michigan R. R. bonds .	51,200	00
	Cincinnati, Ham. & Day. R. R. stock	2,247	26
	Middletown bridge stock	500	00
	Bills receivable	29,285	59
	Due from Post Office Department	8,908	93
	" United States	3,249	76
	" State of Ohio	3,061	29
	" R. R. companies	69,834	
	" individuals	10,633	
	Cash and cash assets	149,998	
	100	\$3,818,784	41
	Capital stock		
	1st mortgage bonds 1867	394,000	
	2d " 1880	950,000	00
	Surplus earnings	95,157	
ı	Interest on bonds	2,135	00
0	Dividends unpaid	3,063	15
	Dividend No. 14	86,332	00
	Due railroad companies	100,425	97
	Due individuals	18,202	74
	Pay roll, March	13,767	81

\$3.818.784 41

President-S. S. L'HOMMEDIEU, Cincinnati. Vice President-GEO. CARLISLE,

Directors-Geo. W. Hill, John W. Ellis, John W. Hartwell, Stanley Matthews, Sam'l L'Homme-161,685 00 dieu, Wm. Becket, Joseph B. Varnum.

Treasurer-LAFAYETTE BANKING COMPANY. Secretary-Frederick H. Short. Superintendent-DANIEL MCLAREN. Freight Agent-Joshua R. REED.

Movement of Freight on the Rail and Water Lines of Pennsylvania and New York.

The State of New York having unintercepted water communication between its great seaport and the lakes, owns the principal artificial route between the East and the West, for the carriage of the produce of the interior to the seaboard. More than this, New York has two rail routes with the trade centers of the inland region, with a net work of iron outstretching West even into the frontier States. New York, therefore, is in a position to command a vast tonnage over her carrying lines, and that she does command such tonnage the tables of tons moved indubitably attest, Nevertheless, it is a fact that, notwithstanding her two-fold means of communication with the country back and beyond her territory-a vast country al ways in communication with the seaboard for interchange of commodities, after the fashion which establishes and perpetuates commercial re-lations—the artificial improvement lines of New York carry a less number of tons of freight in a year than are carried over the artificial improve ment lines of Pennsylvania!

The reason of the preponderance of tons car-ried by the Pennsylvania lines is, that, whilst New York has more variety in her facilities for carrying freights between the East and the West, Penn sylvania has more capacity for supplying freights forty new freight cars have been built in the com-pany's shops, the past year, at a cost of \$42,289 positive is the difference between the two States has also now been charged to capital.

in capacity for production of marketable tonnage, that Pennsylvania produces more tons from within her own territory than all the tonnage carried across New York, superadded to the tonnage supplied from all sources within New York.

In internal commerce, consequently, Pennsylvania is dominant over New York, as much so as is the seaport of New York, in foreign commerce, dominant over the seaport of Pennsylvania.

In 1861 the more important of the lines in the two States, moved the number of tons subjoined:

New York carriers:	Tons.	Tons.
New York State Canals		2,980,144
New York Central Railroad.	1,167,302	, , , , , , , , , , , , , , , , , , , ,
New York and Erie R. R	1,253,419	
Buffalo and State Line R.R	600,031	
Hudson River Railroad	370,098-	-3,390,850

	nudson tiver hantond	010,000-0,000,000
	Total	6,370,994
١	Pennsylvania carriers:	Tons.
	Philadelphia & Reading R.R.2.	348.906
	Pennsylvania Railroad 1	,620,586
	Delaware, Lackawanna and	111111111
	Western Railroad1	,285,962
	Lehigh Valley Railroad 1	
	Northern Central Railroad	489,155-6,921,354
	Delaware & Hudson Canal .1.	.562.851
	Schuylkill Canal	
	Lehigh Canal	
	Monongahela Navigation	
	Penna, R. R. Co,'s Main Line	Parties.
	Canal (estimated)	520,000-5,349,513
	, ,	

Total 12,270,927 Here we have a difference in favor of the Penn-This is equal to ninety per cent.!

The tonnage of the lines in the State of New York, other than those enumerated in the fore-

Total tons moved in State of New

This aggregate is much below the joint tonnage of the ten Pennsylvania lines enumerated, whereas if all the lines in Pennsylvania were given, their joint tonnage would be more than twice the New York exhibit .- U. S. R. R. and Mining Register.

Great Western (Ca.) Railway.

REPORT OF THE DIRECTORS.

The receipts on capital account during the last half-year amounted to £5,202 17s. 9d., making the total receipts on 31st January, 1862, £5,218,300 5s.

The expenditure now amounts to £5,019,662 12s. 6d. This includes the extra cost of renewing wooden bridges in stone and iron and the expe diture incurred in fish-jointing eight and a-half miles of rails renewed during the half year. There are still ninety and a-half miles of the main line to "fish-joint," and the expense of this, as it is hereafter incurred, will be charged to capital.

It also includes a sum of £14,618 9s. 4d., which, it will be observed, has now been charged to capital as "loss on value of rails in stock." These rails form the residue of those purchased when the road was first made; a very large portion of them were used by the contractors in the construction of the line, and also in completing its ballasting during several years after the railway was opened. The rails in this way became much damaged in value, but the stock has now been estimated by Mr. Reid, at its present market price in Canada, much below the figure at which the rails were originally purchased, with the duty and other charges upon them.

It should be mentioned that the rails which have hitherto been supplied for the maintenance of the road out of this stock have only been

charged to revenue at their proper value.

The sum of £8,219 3s. 7d., advanced for the
Port Huron and Milwaukee Railway in 1858, hitherto included in the balance-sheet under the head of "Sundry Accounts due to the Company,"

The balance at the credit of capital account is,

therefore, £198,637 12s. 6d.

With reference to the charges against capital, it may be observed that during the last two years s than five additional locomotive engines with their tenders, have been built at the com pany's workshops and paid for out of revenue, as well as, in accordance with the last report, the cost of fish jointing ninety-six and a quarter miles of road, amounting in all to £11,762 0s. 3d.

The revenue account for the half-year ending 31st January, 1862, shows the following results: Gross receipts £265,951 11 11

Working expenses, including maintenance, taxes, insurance, and rent of suspension bridge. 125,424 17 10

18,373 0

7,453 7 1

Balance £140,526 14 From which there has to be deducted-Interest on Government loan£17,498 5 0
Interest on Company's bonds... Renewals of rails, 37,725 9 3 sleepers, bridges, 27,442 15 4 etc. Flamborough ac-882 11 8 cident account. Balance of bad debt account .. 3,700 5 6 87.249 6 Leaving the balance from the half-year's working of £53,277 7

Out of which the directors recommend the payment of a dividend at the rate of 3 per cent. per annum, which will absorb. 50,142 14 £3.134 13

To this has been added the surplus from last half-year

£21.507 13 Balance. From this balance the directors have written off the sum of £7,453 7s. 1d., being one-third of the arrears of interest amounting to £22,860 1s. 4d. hitherto standing in the bal-ance-sheet against the Detroit and Milwaukee Company

Leaving to be carried forward to next half-year's accounts the

sum of £14,054 6 The following statement shows the traffic and working expenses of the line for the last four half-

Rest	-RECI	EIPTS,-			2
	and	liv			includ- s, insur- suspen- ge rent
i.	ers.	and			axes, in & sus oridge
Halfye	asseng	ods	nts.	ia.	rpense ing ta ance sion b
На	Pa	9	Be.	- Tota	E

July, 1860. 98,808 91,528 884 191,220 114,260 Jan., 1861.123,251 128,619 953 252,820 121,406 July, 1861. 95,771 112,800 744 209,315 129,616 Jan., 1862.104,167 161,069 714 265,950 125,424

The working expenses of the last half-year are at the rate of 47.16 per cent., and for the whole year 541/2 per cent.

The war in America in the early part of the half-year greatly affected trade and disturbed railway traffic, but after the close of navigation a large quantity of freight, which before the war used to go down the Mississippi, was turned in the direction of the Atlantic ports, and very largely benefitted the traffic of this and other parallel

States has caused considerable embarrassment in converting American currency into negotiable funds, but the Executive in Canada have exerted themselves most efficiently in counteracting this inconvenience; and the whole loss from this source, including that from the unavoidable rise on exchange on the remittances for England and other similar causes, is under £1,800 for the half-There are also some balances due from Southern railways, not likely now to be recovered, to the amount of £145 18s. 9d., which are included in the sum of £3,700 5s. 6d. of bad debts. The whole of these sums have been charged against the revenue of the past half-year.

The receipts of the Detroit and Milwaukee line have very satisfactorily increased during the winter, and the traffic brought upon the Great Western Railway by that line is estimated to amount during the past half-year to £25,508 10s. 9d., as against £23,765 19s. 1d. for the corresponding

six months of 1860.

The result of the working of the Detroit and Milwaukee Railroad during the year 1861 was that, within £2,500, it earned sufficient to have provided (but for the debts specially ordered by the court to be paid) for the payment of interest upon the whole of the bonded debt of that com-

The anticipations respecting the importance of the earth oil district as a source of fresh traffic seem likely to be realized, and the plank road to Wyoming Station from Bear Creek being found totally inadequate to accommodate the business, the directors request the sanction of the proprietors to an outlay of about £10,000, which would be sufficient, as they are informed, to provide a rough rail or tramway sufficient to meet the present requirements of the district and prevent the trade taking another channel.

The directors have to record with regret the loss by fire of the corn elevator and grain warehouse at Hamilton, on the 18th of February. The loss in money will be defrayed by the insurance fund, but until its reconstruction inconvenience must of course arise to the grain traffic, though this is for-tunately alleviated by the auxiliary elevator which the company possess at Hamilton Wharf. A new the company possess at Hamilton elevator, to replace that destroyed, will be com-pleted by the 14th of June at a cost of £4,600.

The directors have to report that the Commer cial Bank of Canada continue to proceed with their suit in the court of Michigan, alluded to in the last report.

The bank has also commenced another action in Canada against the Great Western Company, but the directors are assured by their legal advisers that the bank has no prospect whatever of success in either suit; as, however, the matter is now before the courts of law, any discussion of the merits of the case is obviously impolitic and to be deprecated.

The directors have much satisfaction in stating that an agreement was entered into by them with the directors of the Grand Trunk Railway Company on the 31st of January, subject to the sanction of the proprietors of both companies for securing the advantages of economy and unity of interest to both concerns, by placing the whole under one management, with a fusion of all re-ceipts. This agreement, however, requires that in the first instance permissive powers be given by the Canadian Legislature, and it is expected that the bill now before it for that purpose will be in committee by the middle of May. So soon as the fate of the bill is decided, a special meeting of the proprietors will be convened. Some of the details of the arrangements are not yet quite complete. The directors therefore trust that the proprietors will permit them to abstain from entering at present into farther particulars upon this most important matter until such special meeting is called for its consideration, when they will, of course, be prepared to afford every information on the subject.

The directors are happy to be enabled to add enefitted the traffic of this and other parallel that, by a memorandum just received from Canada, Messrs. Brydges, Watkin and Carter have proposed to refer the terms upon which the Buf-

falo and Lake Huron Company may join the fed-eration of the Grand Trunk and Great Western Railways to the decision of the chairmen of the London boards of those three companies for settlement.

Immediately after the London meeting in December, Mr. Brydges laid his resignation before the directors, intimating at the same time his willingness to remain in their service until a successor could quite conveniently be appointed. Mr. Brydges was shortly afterwards engaged by the Grand Trunk Railway Company as their man-ager. Under these cirumstances, when the agree-ment before referred to was entered into with that company, it became obviously undesirable to ap-point any successor to Mr. Brydges if that arrange-ment were to be envised on ment were to be carried out.

Pending, therefore, the decision of the proprie-tors upon the agreement proposed, the directors have retained the services of Mr. Brydges in the position he has hitherto occupied.

Signed on behalf of the Board of Directors in in England,

F. S. READ, Chairman of the English Board. London, April 24, 1862.

Trade and Commerce of Buffalo.

The "Annual Review" of the trade and commerce of the City of Buffalo, lately issued, is very comprehensive and elaborate. Among other interesting items concerning the movements of grain, it comprises a complete table, showing the amount sent eastward from the Lake regions-Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota and Canada West-during six years; and also the per cent. of receipts at the principal Eastern (Lake) receiving points. We extract as fol-

TABLE showing the variations in the movement eastward from 1856 to 1861, as given below, viz .: 1856.3,865,442 19,505,358 14,282,632 4,592,569 1857.3,397,594 16,763,285 8,779,882 2,256,914 1857.3,397,594 16,763,285 8,779,832 1858.4,499,613 21,843,850 10,495,554 5.085.097 1859.3,760,274 16,865,708 4,423,096 4,264,051 1860.4,106,057 32,334,391 18,075,778 7,712,082 1861.6,533,869 46,384,144 29,524,628 10,656,116

Reducing the flour to bushels of wheat, the following table will show the total eastward movement in bushels, and the receipts at Buffalo, for the years indicated:

		eastward	pts at falo.	oper cent.
		Total	Recei	Buffalo of to men
1856	110.00	57,707,769	26,239,791	45.5
1857		44,789,851	20,052,689	44.8
1858		59,872,566	28,219,855	47.1
1859		44,354,225	22,215,425	50.0
1860		78,652,486	37,133,461	47.2
1861		119.264.283	61,460,601	51.5

Table showing the per cent, of receipts at the principal receiving points, for four years from 1858 to 1861, inclusive of the foregoing eastanged monement .

www.				
Locality.	1858.	1859.	1860.	1861.
Buffalo	. 47.1	50.0	47.2	61.5
Oswego	19.2	17.1	21.7	15.6
Montreal	9.2	8.7	9.2	12.6
W. Ter. B. & O. R. R	. 6.5	5.7	2.4	6.0
Ogdensburg	6.0	5.8	8.5	8.4
W. Ter. Pa. C. R. R.	4.3	4.2	3.9	1.1
Dunkirk	. 3.4	5.6	4,2	3.8
Suspension Bridge	. 2.0	0.7	6.5	5.4
Cape Vincent	. 1.8	1.3	0.8	0.6
Rochester	0.5	0.9	0.6	0.1
don't grant	اسليمت	المستشد	(Liebil)	-
, do	100,0	100.0	100.0	100.0

Philadelphia and Reading Railroad.

The total length of track in the Reading Railroad and its branches (seven in number) is 311.96 miles, or including the sidings, 415.97 miles. It would seem to be inevitable that most of the short lines penetrating the coal deposits should be leased by or consolidated with the great roads resting in Philadelphia, New York, Baltimore or Pittsburg. The Schuylkill Valley and Mill Creek railroads have been added by lease to the Reading during the past year, and the Allentown and Schuylkill and Susquehannah lines by the purchase of stock.

The report shows that with every improvement in the track and machinery a steady reduction in the cost of transportation is taking place. This, however, is due in part to the larger bulk carried. Thus, in 1852, the expense of carrying general merchandise over the whole road was \$1.09.5 per ton : in 1862, it was \$0.70.2, while the profit amounted to \$0.55.2. The expense of carrying coal was \$0.41; profit \$0.77.2. For passengers the former was \$1.37.5, and the latter \$1.06.75. It will be seen that the gain in general merchandise was least; while that on a passenger carried over the whole road was the greatest, being nearly equal ings of the authorities of the City of Lawrence in to two tons of ordinary freight, or one and a-half tons of coal.

It is principally as a coal road that the Reading derives its great importance. The statistics in connection with this service may be set down as based on the most favorable circumstances that can be imagined; and it will be well to remember this fact, when instituting comparisons between the Reading and other roads. Thus the former enjoys a continuous level or descending grade from Pottsville to tide-water, enabling heavy loads to be conveyed at a minimum of cost. Its track is in excellent condition. Its stock, depots, sidings and other conveniencies are ample. Anthracite coal is used, which can be purchased at first cost. All these advantages have been the creation of twenty years' outlay. For the round trip of 190 miles the report estimates the expense of hauling an average load of 435.6 tons of 2,240 lbs. each at \$90 71, or 20.82 cents per ton. But this is exclusive of repairs, renewals or interest charges which add about as much more.

The number of locomotives owned is about one to every 2.8 miles of track of roads and sidingsprobably the largest equipment on any leading road in the country. The majority of these were built at the company's shops, where eleven were also re-built during the past year. The number of coal cars (5,608) gives an average of nearly fourteen to every mile of track. The engine which has run the greatest number of miles is the Hudson, built by Mr. Baldwin in 1844; she has made 276,392 miles, altogether, including 12,486 miles last year. The greatest work done by any of the company's locomotives was rendered by the Reading, built in 1842; her total mileage is given at 249,987 miles, including 13,065 for last year. The Messrs, Norris furnished one the same year which has made 256,900 miles, including 4,570 miles in 1861. Messrs. Danforth, Cook & Co., of Paterson, supplied, in 1857, the Petrel, which has in that period (four and a-half years) travelled 127,430 miles, of which 25,330 miles were run the past year. Three engines built by Braithwaith & Co., of London, in 1838, have not averaged 200,000 miles each.

Finances of Ohio.

The semi-annual report of the sinking fund commissioners of Ohio places the total reducible State debt at \$14,699,426-an increase of \$404,000 since the last report. The sinking fund receipts for the last six months are \$1,062,507; the disbursements \$833,339.

Railroad and Highway Crossing.

THE LAW OF MASSACHUSETTS AS TO THE CROSS-ING OF COMMON ROADS AT THE SAME LEVEL WITH RAILROADS. A HIGHWAY CONSTRUCTED AFTER THE RAILROAD IS BUILT SHOULD NOT CROSS AT THE SAME LEVEL, UNLESS ABSOLUTE-LY NECESSARY FOR PUBLIC CONVENIENCE.

In 1856 the Mayor, Alderman and Common Council of the City of Lawrence, laid out a highway in that city, across the railroad track of the Boston and Maine Railroad Company, which was to be so constructed as to cross the company's track at the same level; and as such crossings usually do, much inconvenience to the company would naturally flow therefrom. In order to avoid this, the company sought the aid of the Supreme Court of Massachusetts, and prayed for a writ of certiorari, asking that the record of the proceedrespect to the laying out of the highway in question might be quashed, on the ground that the city had no right to so construct their road as to put them to inconvenience or expense, that the laws of the State required that the road should be built either above or below the level of their track.

The city in their answer or defense set forth mong other things, that an agreement had been made between the company and the former owners of the land where the crossing was, by which the former owners stipulated for a right of way to be used by them and their assigns, at the place where the highway was afterwards laid out.

After argument the court decided to grant the writ in favor of the company; and held, that under the Revised Statutes of Massachusetts, c. 39, 6 69, town or city authorities had no power to lay out a highway across a railroad, on a level therewith; and a railroad company is not estopped from objecting to the exercise of such power by an agreement made by it with former owners of the land, which contained a stipulation for a right of way, to be used by such owners and their assigns. at the place where the bighway was afterwards laid out. The following opinion was rendered by the court at the decision of the case.

CHAPMAN, J .- Such crossings necessarily create embarrassment, and there has been considerable legislation and some litigation in respect to them. In the construction of a railroad, the grades and levels must generally be established without much regard to the levels of the turnpikes and other ways which it may cross; and the levels of the turnpikes and ways must be made to conform to the necessities of the railroad. There are four different methods of arranging the crossings. 1 The railroad may pass over the other road at a higher level by means of a bridge. 2, It may pass under the other road, which will then pass over the railroad by means of a bridge. 3, It may cross it at the same level at which the other road was originally made. 4, It may be constructed so that the other road must be either raised or lowered a few feet, or even less to cross it at the same level. In the last two cases there is a sense in which the railroad may be said to cross "over"

the other roads. This construction of the word over is adopted in Newburyport Turnpike Cross vs. The Eastern Railroad Company.

There are two classes of cases in which cross. ings must be provided for. 1, Where a railroad is to be constructed across an existing turnpike or other way. 2, Where a turnpike or other way is to be constructed across an existing railroad. The first class of cases was provided for by Revised Statutes c 39, 66 66 and 67; the second class was provided for by 6 69.

Sec. 67 received a construction in the case above cited, in respect to the words "over" and "under." It was held that they were not precisely opposites; but that though the word "under" as applied to the construction of a railroad, would require it to be constructed at a lower level than the turnnike or other way, yet construing the word "over" by applying it according to the subject matter, a railroad might be said to pass "over" the turnpike or other way when both were at the same level. It will readily be seen that without such a construction of the word in that section, an important class of cases would be entirely unprovided for, namely, the fourth class above mentioned, where a railroad is so constructed that, by a little raising or lowering of the other road, they may cross each other-at the same level. For there are many cases where it would be a much greater injury to the turnpike or other way to raise or lower it, to such an extent that it shall cross the railroad at a higher or a lower level, than to change it so that it shall cross at the same level. It was in view of this subject matter that this construction was given to the word "over" in that section.

But after a railroad is completed, the establishment of a new turnpike or other way across it is a different matter, and the language of the statute in respect to it is different. Sec. 69, provides that "if after the laying out and making of any railroad already granted, or which hereafter may be granted, any turnpike or other way shall be so laid as to cross said railroad, the said turnpike road or way may be so made as to pass under or over said railroad, and said turnpike or way shall in all cases be so made as not to obstruct or injure such railroad." The word "over" as used in this section has not received a indicial construction. If the subject matter required us to do so, we might give it the same construction that has been given to the same word in § 67. But this is not its most natural construction, and there is nothing in the subject matter which requires us to vary from the most natural construction. Where a turnpike or other way is to be made across an existing railroad, and to be so made as to pass over or under said railroad, it is comparatively easy to construct it in such a manuer that it shall cross at a different level; and by constructing it thus it will "injure" the railroad much less than by crossing it at the same level. And it is to be remarked that the word "injure" which is found in 669 is not used in 666. We are therefore of the opinion that it was intended by § 69 to prohibit the laying out of turnpikes, highways, and townways across existing railroads at the same level. This construction is confirmed by a reference to subsequent legislation on the subject. St. 1842, c 22, provides for the cases in which a railroad has been so made as to cross a turnpike,

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highway, or townway at the same level. If the town or city authorities are of opinion that the way should be raised or lowered, "so as to pass over or under said railroad," they may request the company to make the change; and if the company does not comply with the request, they may apply to the county Commissioners, who are invested with full and final jurisdiction of the matter. In this statute three terms, "over," "under," and "on a level therewith" are used; and by the term "over" a higher level is obviously intended.

In 1846 another act was passed upon the subject of crossings. It required every railroad which should thereafter be made across any turnpike, highway or townway, to be so constructed, " as to cross over or under the turnpike, highway or townway." In this section the term "over" obviously intends a higher level. Sec. 2 authorized the county Commissioners, upon the application of parties interested, after a hearing, to authorize and require the railroad to be constructed at such crossing "upon the level with the turnpike, highway, or townway, in such a manner as they may direct." None of this legislation touched the subject of laying out turnpikes, highways or townways across existing railways at the same level, as it would have been likely to do if it had been understood that any power existed to lay them in such manner.

The Statute of 1849, extended the authority of the county Commissioners. Section 1 made a further provision as to crossings in Boston. Section 2 extended the provisions of former laws to traveled places not laid out as highways or townways. Section 4 is as follows: "The original jurisdiction of all questions touching obstructions to turnpikes, highways and towns, caused by the construction or operation of railroads, shall be vested in the county Commissioners of the respective counties where such obstructions shall occur." This general provisions covers the whole subject, provided the construction we have given to the Revised Statutes c 39 6 69 is correct. If the Legislature had not so understood the section referred to, they would have been likely to include in this statute a provision regulating the exercise of the power of town and city authorities to lay out town ways across existing railroads.

By St. 1857, c 287, authority is given to construct turnpike roads and other ways across existing railroads on the same level. But the company is first entitled to a hearing before the county Commissioners, and such crossing is not to be permitted unless it shall be decided by the Commissioners that the public necessity so requires it. The provisions of this statute are continued in force by Gen. Sts. c 63 § 57 et seq. It is to be remarked that the Legislature regard the objections to laying out such new ways as being so forcible that the Commissioners are not authorized to sanction them for mere reasons of public convenience. The language is, "but not permitting it to be at a level, unless public necessity so requires." Under this provision, the way in question may be laid out so as to cross the railroad at the same level, if a public necessity exists for so construct ing it.

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But upon the view we have taken of the Bevised
Statutes the proceedings of the respondents are
void for want of authority. Being thus void, none
of the facts alleged in the answer can give them

validity. The agreements of the petitioners, which are relied on to show that they ought not to object to the laying of the road, are immaterial. They provide for the establishment of a private way; and the petitioners might be willing that such a private way should exist across their track near to their depot, when they could have strong reasons for opposing the establishment of a public way at that place. Certiorari granted.

The New Plans of Internal Improvement by the Federal Government.

The lessons which the present war has taught may result in an improvement of our great water lines, which will work a change in the commercial affairs of the continent, quite as marked as those which must necessarily take

place in its political condition.

By the treaty with Great Britain, following the last war with that power, it was stipulated that neither party should maintain upon the Great Lakes, in time of peace, ships of war carrying more than one gun each. The object was to remove mutual causes of distrust, as well as to avoid the cost of great armaments upon these waters. But since this treaty was made, the Canadas, as a part of the British Empire, have constructed canals past the rapids on the St. Lawrence, and the Falls of Niagara, by means of which, vessels of war may ascend into all the Lakes but Superior, and capture or destroy every town upon them within the territory of the United States, as they are all entirely defenceless against attacks by water, especially by the new agencies of destruction which have been brought into use. To meet this inequality of position in the only mode possible, it is now proposed so to enlarge the Erie Canal on the East, and the Illinois Canal on the West, and to improve the navigation of the Illinois River, that an overwhelming force of gun-boats may, on any emergency, be placed on the lakes both from the Hudson and the Mississippi. Such facilities for transportation would relieve all apprehensions of a successful inroad upon what is now an entirely exposed frontier, and would allow the withdrawal of the means of defence for operations in other quarters, as soon as the danger threatened was averted or removed. The plan suggested has received the careful consideration of the Committe on Military affairs on the part of the House of Representatives at Washington, which has unanimously agreed upon a report in its favor, with every prospect that it will meet with a favorable response from Congress.

On the East the plan proposes an enlargement of the Erie Canal to a depth of water of 12 feet, and with locks that will pass ships of war fitted for operations upon the Lakes. The cost of such an improvement is estimated all the way from \$3,500,000 to \$7,000,000. There are no engineering difficulties to be encountered, the new work required being of the simplest character possible. There is an abundance or water upon the route of the canal for the enlarged prism. On the West a similar enlargement is proposed for the Illinois Canal, though only to the depth of seven feet, which would equal the depth found on an average, in the Mississippi above Cairo. The work here might involve a cut, as proposed when the present canal was constructed, whereby a portion of the water of Lake Michigan could be turned down the Illinois and Mississippi. An excavation to a depth of only eight feet would accomplish this object, and would probably, be the most desirable mode of effecting the improvement, although the summit between Lake Michigan and the Illinois River might be fed

Although the improvements proposed are to be undertaken as military works, it is plain to see that they would prove vastly more useful and valuable in commercial, than in military results or consequences. The condition of all commerce in this country is economy in the transportation of the bulky produce of the interior to markets, which are either within a narrow belt upon tide water, or in foreign countries. Upon the best constructed earth roads, the most valuable produce grown can be conveyed only a comparatively short distance before the value of such produce is eaten up in cost of transportation. Hence improved highways are a necessary condition to any considerable commerce either foreign or domestic. Indian corn would not bear cost of transportation in wagons over earth roads from the nearest points on the lakes to tide water. Such cost would very nearly equal the value of wheat; yet both products are grown 2,500 miles inland, and are laid down with profits upon the docks, not only of this city, but nearly every city of Europe, by means of our magnificent system of public works. The configuration of the country is most favorable to such works, while the gentle slopes of our great plains render navigable nearly all the rivers by which they are watered, and which in turn serve as most valuable feeders to our artificial lines.

The Erie Canal has reduced the cost of transporting a ton of merchandise from Buffalo to New York City, from \$100 by the ordinary highways, to \$2.50. The process of this marvelous reduction was a gradual one, the cost at the present time being only one-quarter what it was when the canal was first opened. reduction has only followed the increased capacity of this work. There were transported over it the past year 2,300,000 tons of breadstuffs equivalent to 75,000,000 bushels, having a value of \$70,000,000. Produce can be transported from the Western shores of Lakes Erie and Superior to New York, for \$60 per ton. This work now allows the production of breadstuffs, at a profit, upon every portion of territory in the West yet occupied by our people, and is one of the most important agencies by which the financial strength of the country has been sustained in the present crisis.

But complete as our public works are, we still want something better. The average number of tons, each trip, transported by the boats navigating the Erie Canal the past season was 163. If their capacity could be increased to 500 or 1,000 tons, the saving in cost of transportation would be enormous—a saving which would inure equally to the benefit of the producer and consumer. The commercial value of such an improvement to every interest in the country would be incalculable. All would alike share in it. It would draw to the Northern ports the whole produce of the interior, and nearly render superfluous the existence or maintainence of Southern harbors. It would carry the habitable line of our territory hundreds of miles further West—that is, it would give a commercial value to products, hundreds of miles west of the extreme limits from which they will now bear transportation. We of course include in the plan of improvement, the enlargement of the Illinois Canal, so that every vessel now navigating the Mississippi, or any of its branches, might discharge their cargoes upon the Western shores of Lake Erie.

The effect of the improvement proposed would be to increase many times the value of the advantages we now enjoy, and which has enabled the country to display a strength which has excited the surprise, not to say the admiration of the world. But the works we have, in their present condition, have given us

the trade of only a portion of the continent. With the onward movement of the great tide of population, we must supply the means to give value to their industries—or rather we must encourage such onward movement, by supplying in advance such means or conditions. As yet, only one of the grand hydrographic basins of the interior has been occupied—those of the St. Lawrence and Mississippi really belonging to a common system. Another almost equally large is still a desert—that of which Lake Winnepeg is the centre, and watered by the Red River of the North, Saskatchawan, and other rivers. In a few years more the tide of emigration will flow into this, if we can by new and improved works secure a market for the products of its agriculture. Such a result would be effected by those proposed, and by no others. If they are rendered necessary in a military point of view, we have the satisfaction of knowing that they will in a very short time discharge their cost in the reduced charge for transportation which they will effect. We can thus make a military precautionary measure serve both as a means of protection, and of commercial aggrandisement to an extent far beyond that ever realized, even in a country whose progress has been almost magical, but which at the same time is but the necessary sequence of the energy and enterprise of our people in the construction of works, though on a smaller scale, similar to those now proposed.—Hallett's Financial Circular.

Public Debt of the United States.

The following is a statement of the amount of the public debt of the U.S., as it stood on the 29th of May, 1862:

Under Rate of			m
what Act. Per cer		11	Total.
Loans-1842 6	\$2,883,364	11	
Loans-1847 6	9,415,250	UU	
Loans-1848 6	8,908,341		
Loans-1858 5	20,000,000		
Loans-1860 5	7,022,000		
Loans-1861 6	18,415,000		
Texan indemnity. 5	3,561,090	00	970 104 055 01
Treas. notes issued			\$70,104,955_91
prior to 1857*	\$105,111	64	
Treas.notes, issued			
under act Dec. 23, 1857*	175,900	10	
Treas. notes, under			
act Dec. 17,'60*	221,650	00	
Treas. notes, under acts June 22,'60, and Feb. March,			
1861 6	2,767,900	00	
Treas.notes, under nots March 2, July 17 & Aug.			
5, 1861 ····· 6	111,600	00	3,382,161 64
Three years 7.30			0,000,102 02
bonds 7.3	\$120,523,450	00	
Twenty y'rs' bonds 6	50,000,000	00	170,535,450 00
Oregon War debt. 6			878,450 00
U. S. notest			145,880,000 00
Certificates of in-			
debtedness · · · · 6	47,199,000	00	
5 and 20 years'			
bonds 6	2,699,400	00	
4 per cent. tempor-			49,898,400 00
ary loan 4	5,913,042	21	
5 per cent. tempor-			
ary loan 5	44,865,524	35	50,778,566 56

Total amount of public debt ... \$491,448,984 11

Average rate of interest paid on the entire

debt, 4 354-1,000 per annum.

To this amount it is estimated that \$100,000,000 should be added for unliquidated claims against the Treasury.

* Interest stopped. † No Interest.

e de la companya de l	Popul'n Popu	Popul'n, 1861. 9,444	Change in 10 y'rs.	Land under cultiva-	24,114 787,524
t	Counties. 1851. Albert 6,313 Carleton11,108	1861. 9,444	in 10 y'rs.	Land under cultiva-	787,524
t	Albert 6,313 Carleton	9,444			
t	Carleton		8,131	tion, acres643,954	885,108 241,154
t	Charlotte 19,938	16,373	5,265	Land not improved,	211,101
t	Clamparten 11 704	28,663	8,725	acres No ret'ns. 2,	902,416
t	Gloucester	15,076 15,854	4,872	Value of land in oc-	160.046
t	King's	23,283	4,441		169,946
	Northumberland 15,064	18,801	3,737	Do. wheat "	288,401 20,112
7	Queen's 10,634	13,359	2,725	Do. barley "	5,227
2	Ristigouche 4,161 St. John 38,475	4,874 48,922	713	Do. oats "	96,268
t	Sunbury 5,301	6,057	10,447 756	Do. buckwheat "	41,986
t	Victoria 5,408	7,701	2,293	Do. Indian corn " Do. rye "	635 3,944
t	Westmorland17,814	25,247	7,433	Do. turnips "	3,310
	York 17,628	23,393	5,765	Do. potatoes	37,667
	Total 193,800	252,047	58,247	Do. carrots	196
	Whites-male 98,454	128,593	30,139	Crops— Tons of hay 225,093	324,160 99,067
1	" female 93,172	120,661	27,489		279,775 73,140
9	Colored—male 505	730	225	Do. barley 74,300	94,679 20,379
r	" female 553 Indians—male 567	851 625	298 58	Do. oats	655,883 1,245,719
1	" female 549	587	38		904,321 215,317 17,420 less 44,805
6	Families 31,682	40,250	8,568	Do. Indian corn 62,225 Do. rye No returns.	57,504
	Sick and infirm 2,366	2,115	less 241		634,364 94,561
	Deaf and dumb	166			041,339 1,248,945
	Blind	172 518	*****	Do. carrots } 47,880 }	43,870 { 2,710
	Children at school 18,892	31,973	13,081	Do heans	5.228
P 5	Births 6,592		2,129	Do. peas \ 42,663 \	5,228 25,449 1's 11,986
1	Marriages	905		Do. timothy seed. No returns.	7,321
	Deaths 1,934	2,390	456	Lbs. of turnip " . " Do. clover " . "	1,851
	Age-	18 140		Do. flax "	16,985 14,057
	Under 6 years 35,602	45,413	9,811		230,006 l's 120,951
t .	6 and under 16 y'rs 53,324 16 " 21 " 21,991	64,880 28,913	$11,552 \\ 6,922$	Horses 22,044	35,347 13,303
	21 " 40 " 48,650	65,700	17,050	Milch cows 50,955	60,437 9,482
- 1	40 " 50 " 15,305		4,808	Working oxen . \ 106,263 \	19,111 1.14,288
- 1	50 " 60 " 10,598 60 " 70 " 5.618		2,714	Other carrie)	72,914 1.14,2 55 214,092 46,054
	60 " 70 " 5,618 70 y'rs and upwards 2,588		3,535 1,975	Swine 47,932	73,995 26,063
	Not specified 124		124	Pork sl'ght'd, lbs.No returns. 3,	
1	Born in—			Butter prod'c'd " 3,050,939 4,	591,477 1,540,438
	New Brunswick 153,368		46,077		218,067
	England and Wales. 3,907	4,909	1,002	Honey " " "	82,739
	Scotland 4.855 Ireland 28,776			Wool " " "	633,757
	Other Brit. possess 1,550		7,171	Home-made goods "	711,394
1	Foreign countries 1,344	3,594		Saw mills_steam)	80.3
1	Roman Catholics No retu			water 584	609 } 305
	Baptists "	57,730		Grist millssteam	6)
	Episcopalians " Presbyterians "	42,776 36,072		Flour'g " water 261	273 89
	Methodists	25,637		Tanneries—steam	225
	Other sects "	4,594		" water } 125 }	10} 1
1	Males employed 39,738			hand)	94)
1	Do. in professions . 456	1,304	848	Foundries—steam 11	21 10
	Do. in trade & com- merce 1,292	3,151	1,859	Weaving and card- ing mills, water 52	70 18
	Do. in agriculture 18,601			Hand looms 5,475	5,134 less 341
4	Do. in mechanics 6,822	11,181	4,359	Breweries 8	9 1
	Do. at sea & fisheries 1,454		1,311	Ale & beer, gals. 100,975	329,040 228,065 1 1
	Do. in mining 9,448	164 15,267		Distilleries Spirits, gals	3,000 3,000
0	Do. in other pursuits 1,665			Other factories-st'm	31 less 27
0	Houses-inhabited . 26,369			" water } 94 {	36 5 1085 2.
	" uninhabited . 1,546				\$290,548 \$64,728
	" in course of			Saddlery "	77,750 77,750
	erection 1,394	1,695	301	Boots & shoes " 446,835 Hats " 31,800	381,717 less 65,118 50,500 18,700
0	Stores, barns and other buildings 32,037	46,464	14,427	Soap " 97,810	74,000 less 23,810
	Places of worship 428	565		Candles " 99,300	68,300 less 31,000
1	Halls-Temperance. No retu			Furniture " 67,360	117,593 50,233
	" Orange "	25		Wooden ware " 102,525 Iron castings " 100,125	129,158 26,688 202,500 102,385
6	" Masonic " " Mechanics' . "	10		Machinery "]	198,111
1	School houses 798			Oil—crude &	1.7
e	Other pub. build'gs. No retu			refined " No returns.	
	Coal raised, tons 2,812		15,432	Other manuf's " Total " "	712,000 2,419,684
,-	Lime burned, casks. 35,599				,,110,001
is	Building stone, tons Gypsum quarried, " 5,465			Fish-pickled, dried, etc\$414,160	518,531 104,37
	Grindstones " No. 58,849			and the second of the second o	.080.170 3,002,51
1	Other minerals, tons	408			3,867,110 2,077,020

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Section Part Section	Description,	Amount	Interest	Due,	Price,	Description,	Amount	Interest	Due,	Price.	Description.	Amount	Interest	Due.	
Mortgage 190,000 1919 1914	labama and Florida :														1
James and Males Rivers 193,171 194,000 7 20 20 20 20 20 20	Mortgage	\$300,000	7	1867		Sinking Fund Preferred					1st Mortgage Coupon	1,971,000		102-163	
State California State	Convert. (guar. by Dir.)	100,000	1	1005		2d Mortgage					2d Mortgage (Extended)	22,000 1,411,000	7	1882	ŀ
Morigage	State (Ala.) LOSB	123,171	7			Cincinn. Hamilton and Dayton :	2,000,000			22	Great Western, Ill :	19411,000		1010	ľ
All Mortingue 1,000,000 7 1577 1 1 1 1 1 1 1 1 1	Mortgage		7			1st Mortgage		7	1867		1st Mortgage Eastern Division.	1,000,000	10		Į.
al Mortgage a Canada 20,000 7 1877 1870 1	sbama and Tenn, Rivers :	000 000		1000	3.1	2d Mortgage	950,000	7	1880	100	" Western ".	1,350,000	7		1
Description		995 705	2			Cincinn., Wilm. and Zanesville :	1 200 000		1980		Hannibal and St. Joseph:	9 000 000		STEER	ı
18 Mortgage on Breederings	d Mortgage	- 220,100	0	1004		2d Mortgage					Land Scourity	5,000,000		1881	1
Lang and West Stockbridges	let Mortgage	500,000	7	1867	-	3d Mortgage					Mortgage (convertible)	1,360,000		1883	1
Albary UN 6.8-2	bany and West Stockbridge :					Income	250,500	7			Mortgage (not convertible)	1,200,000		1889	ľ
According to the content of the co	Albany City (S. F.)	1,000,000	6	'66-'76		Tunnel Right	1,000,000	7			Harrisburg and Lancaster:	12.0	0.3	1 Table 1	I
1,10,0,00 024-09 105-09	adroscoggin and Kenebec:	400 000		101 104	70	Cleveland and Mahoning .	050.000	-		00	New Dollar Bonds	661,000	6	1883	1
Sock Court	Million Dollar Loan					1st Mortgage				1	Hartford and New Haven :	007 000		1070	1
Landie and Greek Western: 2,00,000 1877 1878 184 Mortgage 2,00,000 1879	1,100,000 Loan	710,000	8			2d Mortgage					Honestonia	921,000	0	1873	1
Section 1985	Mintie and Great Western:	110,000	0	03-00		Cley. Painesville and Auhtabula	044,100	0			1st Mortgage	170,000	6	1877	1
Diable Section Diable Section Diable Section	Penn. Division, 1st Mortgage	2,500,000	7	1877	77	1st Mortgage	564,000	7	1861	99	Houston and Texas Central :	210,000	1	11/	4
S. Core 18 successors 18,000 1875 1876	Ohio " 1st Mortgage	4,000,000	7	1875	77	2d Mortgage	803,000	7			State (1st Lien) Loan	210,000			4
Section Sect	N. York " 1st Mortgage	1,250,000	7	1879	80	Special (Sunbury and Erie)					Mortgage	125,000	7	1866	4
Secritary Secr	lantic and St. Lawrence:					Convertible Scrip	300,000	7	1880		Hudson Kiver:		-	200 200	
130 of refraint Law (1998) 130 of refrain	Dollar Bonds (Conpon)				07	Cleveland and Pittsburg:	900 000	-	1000	100	1st Mortgage	4,000,000		1860	9
Littinger and Ohlo	Sterling Bonds (Coupon)					2d Mort (M. I.) or let Pytonsion	1 188 000	7			3d Mortgage	1,840,000	7	1875	
Agrigate September Septe		1,000,000	0	00-10		3d Mort. (M. L.) or 2d Extension	1.165,000	7			Convertible	1,002,000		1867	
Morigage Capon C	Maryland Sterling	8,000,000	5	1838		4th Mort (M. L.) or 3d Extension					Illinois Central:		1	2000	
Sail City Loss 1,000,000 6 1867 05 05 05 05 05 05 05 0	Mortgage Coupon	2,500,000	6	1885		Clev., Columbus and Cin. :					Optional Right bonds	38,000	7	1868	
2		700,000	6	1880		1st Mortgage, Coupon	509,000	7	64-90		Construction	10,798,500		1876	
100,000 6 1897 199 1		1,128,500	6			Cleveland and Toledo:	620.00	-	1000	1	Construction	4,115,000	1 5	1875	
Indentage and Ind. (1 Jan. 49): at Mortgage 37,000 1890 1		1,000,000	6			Junction 1st Mortgage 1st Div.					Eight per cent. bonds	326,000	0	1865	
Mortgage		0,000,000	0	1990		Junction 2d Mortgage 2d Div.	265,000	1 7			lat Martgage (convertible)	600,000	1	1866	
Mortgage		791 000	7	1866	55	Tol., Nor, and Cley 1st Mort				75	2d Mortgage	284,500	10	2000	
		157,000	7	1870		Tol., Nor. and Cley. 2d Morte	293,300	7			Income	281,500	10		į
Mortgage (do.)						Junction Income	44,500	17	1862		Indianapolis and Cincinnati:	1 10 1307	100	Decision .	
Mortgage (do) S51,000 6 1877 7 1866 C. and T. Income (convertible) 18,610 7 1865 7 1865 7 1865 18 18,610 7 1865 7	st Mort. (guar. C. and A.)	1,000,000	6			C. and T. Income Mortgage	126,500	7		75	1st Mortgage	500,000		1866	
at Mortgage 200,000 1870 200,000 200,000 200,000 200,000 2	d Mortgage (do.)	500,000	6			C. and T. Income (convertible)	300,000				2d Mortgage	400,000		1858	H
at Mortgage 200,000 1870 200,000 200,000 200,000 200,000 2	d Mortgage (do)	581,000	6	1877			296 000				Real Estate Mortgage	200,000	7	1999	
Source S	ck River and Utica :	970 000	-	1000		C. and T. Dividend (convert.)	49,000	7			Ind., Pittsb. and Clev. (1 Jan. '60)	650,500	7	1870	
Mortgage	t Mortgage Montreal	870,000	7	1809		C. and T. Income (convertible).	1 179 000	7			2d Mortgage	314,000			
Mortgage Coupons 150,000 6 Connecticut River 150,000 6 Connecticut River 250,000 6 Mortgage Coupons 200,000 6 Connecticut River 250,000 6 Mortgage Coupons 200,000 6 Connecticut River 250,000 6 R8 Mortgage Coupons 200,000 6 R8 Mortgage 272,700 Mortgage Coupons 200,000 7 R8 Mortgage Coupons 250,000 6 R8 Mortgage Coupons 250,000 6 R8 Mortgage Coupons 250,000 6 R8 Mortgage Coupons 250,000 7 R8 Mortgage Coupons 250,000 7 R8 Mortgage Coupons 250,000 R8 Mortgage Coupons 250,000 R8 Mortgage 250,000		200,000	R	1870		Columbus and Youis	1,110,000		1000	21	Jeffersonville :	012,000	1.		
Mortgage Coupons 150,000 6 1878 Connecticut River: 250,000 1856 Connecticut River: 250,000	Mortgage	300,000	7	1870	914	Dividend (due 1860, '61, '62, '66)	272,700		var.	92	1st Mortage	272,000	7	1861	
Mortgage Coupons 200,000 6 200,000 6 200,000 6 200,000 6 200,000 6 200,000 6 200,000 7 200,000 200,0	Mortgage Coupons	150,000	6			Connecticut River:	,,,,,,,,	-	1	02	2d Mortgage	392,000			
Source S	h Mortgage Coupons	200,000	7			Mortgage	250,000	6	1878		*Kennebec and Portland:	000(0.00)		1176	
Table New York and Eries Section Secti	inking Fund	200,000	6			Connectic t and Passump, Rivers:				1	1st Mortgage (City and Town).	800,000		1870	
Table New York and Eries Section Secti		440.000	-	1000		1st Mortgage	800,000				2d Mortgage	230,000	6	1 1861	
Standings Stan	fortgage	440,000	6	1873		Cumberland Valley:	181 900			1	*Kentneky Centr (Cor and Low	250,000	0	1007	
Table and State Line State Chine State	at Mortgage coupon	2,000,000	7	1877	92	2d Mortgage					1st Mortgage	160,000	6		
Tallo and State Line State	d Mortgage coupon	380,000	7		02	Dayton and Michigan (1 Ap. '60)		10	1		1st Mortgage	280,000			
Jasecured Jase	ffalo and State Line:	,	1			1st Mortgage	300,000	8			2d Mortgage (convertible)	1,000,000	7		
Saecured	st Mortgage	500,000	7	1866	95	2d Mortgage	2,212,000	8			3d Mortgage	600,000			
Jaseoured Jaseoure Jaseoured Jaseoure Jaseo	ncome in '59, in '62)	200,000	7	var.		Dayton and Western:	100	1			Guaranteed by Covington	200,000			
Delaware Section Sec	asecured	200,000	3	1864		1st Mortgage	300,000				Cincinnati (exchanged)	100,000	6		•
Section Sect	pecial Erie and North-East	149,000	7			Zd Mortgage		7		- 40	Keokuk, Ft. D. Moines and Minn,	400,000		t	
State Loan	st Mort on let Division	500,000				1st Mortgage	500 000		-	90	City of Kookuk, 20 years		10	1	
State Loan		200,000				Guaranteed_	65,000			- 00	Lee County, 20 years	150,000			
Delaware, Lackawann and Writ 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 184 100 185	tate (Mo.) Loan	650,000	6	78-79		State Loan	170,000				Keokuk, Mt. Pleas't and Muscat.	rob	1	181	
Second S	nden and Amboy:		1	1		Delaware, Lackawanna and W'n:		1			Lee County	150,000			į
Income I	lortgage	367,000	6	1864		1st Mortgage			1871		City of Keokuk	200,000	8		
107gage 1,700,000 1,700,	lort. (chgd from Sterl'g)	888,000			100	1st Mortgage (E. Extension)		N	1870	104	Henry and Louisa Company's	50,000	8		
terling (£210,000)	lortgage					2d Mortgage			1881		Lehigh Valley:	1 500 000		- 13.0	
letring (£225,000)	lortgage	1,700,000	6	1875	841		14,101		var.	88	La Crosse and Milmonhae	1,000,000	6		
tawisas: ta Mortgage	terling (£210,000)	1,008,000	0	1864			2 500 000	7	1875	1		903,000	+		
tawisas: ta Mortgage	lew Loan (isa'd \$337.000)	2,500,000				2d Mortgage (convertible)	1,000,000	8	1866		2d Mortgage (Eastern Div.)	1,000,000			
th Mortgage 1,500,000 7 1885 32 4th Mortgage (G. W. R. R.) 500,000 8 3d Mortgage (whole road) 1,687 1,685 1,687	tawissa:	2,000,000	1	1001		3d Mortgage (convertible)	750,000	01	1863		1st Land Grant (Western Div	4,000,000	t lo		
Dubuque and Fastific South Mortgage	t Mortgage	1,500,000	7	1865	32	4th Mortgage (G. W. R. R.)	500,000	8			2d Land Grant (Western Div.	353,600	1		
Section Sect	uga and Susquehanna :			1		Dubuque and Pacific:	-	1	1		3d Mortgage (whole road)	1,700,000	1.1		
1	t Mortgage	300,000	7	1865		New Construction	800,000	1			Farm Mortgage	1,087,700	1!		
1	fortgage	90 00m	1 "	1989	1	let Mortgage	344 000				Levington and Property	1,100,000	1		
1	tral of New Jersey	30,007	1.	1002		Eastern (Mass.):	022,000	1		,	Mortgage due 1864 180 and 174	130,000	6		
i Mortgage (convertible) 10,000 5 62-72 98 Mortgage (Coupon) 1,300	t Mortgage	1,400.000	7	65 270	108	Income (due \$75,000 annually)	275,000	6	var.	1004	Little Miami :	-30,000			
trad Ohio: st Mortgage W Div.		600,000	7	1875		2d Mortgage (convertible)	710,000	5	62-7		Mortgage (Coupon)	1,300,000	6	1883	
th Mortgage W Div. 450,000 7 1861 624 80 800,000 7 1861 624 80 800,000 7 1865 800,000 7 1865 800,000 7 1865 800,000 7 1885 64 80 800,000 7 1885 64 80 800,000 7 1885 64 80 800,000 7 1885 82 82 82 82 82 82 82 82 82 82 82 82 82	itral Ohio:		1	1		2d Mortgage (convertible)	450,000	6	1874		Long Island:		-	1	
st Mortgage R. Div. 800,000 7 1864 80 Rast Tennessee and Georgia : d Mortgage (S. F.) 800,000 7 1885 64 State, 1st Mortgage (S. F.) 950,000 7 1885 64 State, 1st Mortgage (S. F.) 1,365,500 7 1876 Mortgage (G. F.) 1,365,800 7 1876 Mortgage (G. F.) 1,365,500 1 1,365,50	st Mortgage W Div.	450,000	7	1861		1stM.(State)\$75,000 a y'r after' 64	500,000				1st Mortgage	500,000		1870	
Mortgage (S. F.)	at Mortgage E Div	800,000	7	1864	80	East Tennessee and Georgia:			1		Extension Bonds	175,000	7	1890	
th Mortgage (endorsed) = 510,000 of 3	Mortgage	800,000	7		64	State, 1st Mortgage	150,000			-	Long Dock Co.:	£00,000	7	1882	
State 1st Lien 1,000,000 7 1 1 1 1 1 1 1 1 1	h Mortgage (S. F.)	1 265 900	1 2	1870		Mortgage (ordinary)	700,000				Mortgage Bouds	473,800			
State 1st Lien 1,000,000 7 1 1 1 1 1 1 1 1 1	arleston and Savannah	1,000,000	1	1010		East Tennessee and Virginia					Louisville and Frankfort	210,000	1	1	
Saltre: Salt	st mortgage (endorsed)	510,000	6			State, 1st Lien	1,602.000				Louisville Loan	174,000	-		
salire:	Mortgage	1,000,000				Endorsed by State of Tenness.	200,000)		-	1st Mortgage	248,000	-		
Core Ciston Cis	ahira ·		1	1		1st Mortgage (after State)	100,000			-	Louisville and Nashville :	MITTER TEN	100	Panda	
onsolidated 2d Mort, (S. F.) - 818,000 8 1890 [106] Eric and North-East:	iort. (1860, '63, '75, and '77)	786,400	7	var.		Redeemable in Stock	66,950			-	State (Tenn.), let Lien	300,000	6		
Onsolidated 2d Mort, (S. F.) 818,000 8 1890 [106] Eric and North-East:	longolidated let West (2)	0 100 000	10	1000	3001	let Mortgage	NEW NO.	1	-		1st Mortgage	2,000,000	1 7		
Memphis branch 18t Mortgage 500	onsolidated 2d Most (S. F.).	2,172,000	0	1990	100	Erie and North East	157,734	T	ARL.		Memphis Branch 1st Mortgage	400,000		var.	
Aug. and Aur. 18t Mort age and Manchester: 1 hand set 14.1. 149.0(8)	hic, and Aur. 1st Mort.	399,000	7	1867	1001	Exchanged for Buff, and St. L.	149,000				Mc Minnville and Manchester :	300,000	6	12.70	
h. and Aur. 2d M. (S. F.) 303,000 7 1889 Florida - 372	h. and Aur. 2d M. (8. F.)	303.000	7	1869		Florida:-	220,000		1		State [Tenn.]	372,000	0		
ent. Mil. Tr. 1st Mort 392,000 7 1864 Internal Improvement (State) _ 1,655,000 7 1891 Mortgage 24	ent, Mil. Tr. 1st Mort,	392,000	7	1864	-	Internal Improvement (State)					Mortgage	24,000	17		
ent, M. T. 2d M. (Conv.) 245,000 8 1868 Free Land, 2d Mortgage 1,500,000 8 1891 Mortgage 10, 2d Mortgage 10, 2d Mortgage 10, 2d Mortgage 10, 2d Mortgage	ent, M. T. 2d M. (Conv.)	245,000	8	1868		Free Land, 2d Mortgage					Mortgage	10,000			
leago, Alton and St. Louis: 245,000 8 1868 Free Land, 2d Mortgage 10, Madison and Indianapolis:	cago Alton and St Tonis.	1	1	10.00	-	Florida and Alabama :	STATE SALE	16	CANT.		Madison and Indianapolis:		1	100	
at Mortgage † Internal Improvement (State) 7 1891 Marietta and Industry 600, d Mortgage 8 1891 Marietta and Cincinnati :	st Mortgage		1			Internal Improvement (State) -					Mortgage	600,000	7	1861	
a mortgage 8 11891 Marietta and Cincinnati :			1 1			Free Land, 2d Mortgage			1891		Marietta and Cincinnati :		1	1000	
d Mortgage	icago and Wilmonboo		1			Internal Int	000.000	1-	1001	1	Mortgage Bonds	235,789	7	1891	
St MOTIGRER (convertible) 1 700 000 7 11874 70 Tree Land 2d Mortgage 200 000 0 11801 Chair Town 17 000	8L MOTIGAGE (convertible)	1 700.000		1974	MO	Free Land 2d Morteners	200,000			****	State Tenn II con	1,100,000	10	1880	
1,100, 188,864 7 1868 7 1868 7 1868 200,000 8 1891 1 State Tenn.] Loan 1,100, 1	Real Estate	188.86			10	Fox River Valley :	200,000	10	TOOL		lat Mortonge	1,600,000		1000	į
Real Estate	icago and Rock Island :	200,000	1'	2000		1st Mortgage	400.000	1	-	-	Memphis, Clarkesy, and Louisy	2,000,000	1	1000	ĺ

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var," that the bonds fall due at different periods

Description.	Amount	Interest,	Due.	Price.	Description.	Amount	Interest.	Due.	Prive.	Description.	Amount	Interest,	Due,	Price.
Memphis and Ohio:				~	N. York, Providence and Boston:					Racine and Mississippi :				
State [Tenn.] Loan	1,340,000	6			1st Mortgage North Carolina:	\$331,000	6			1st Mortgage (Eastern Division) 1st Mortgage (West'rn Division)	\$680,000 757,000			-
1st Mortgage Sterling	467,489	6	1872	98	State Loan	2,000,000				Raleigh and Gaston:			*****	1
1st Mortgage St'g (convertible) -	500,000 250,000		1869 1860	84 96	State Loan	1,000,000	6			Coupon	100,000		1862	
1st Mortgage (unconvertible) 1st Mortgage (convert.) Dollar	2,598,000		1869	101	North-Eastern (S. C.): 1st Mortgage	700,000				Richmond and Danville: State (Va.) Loan (34 years)	600,000	6	var.	
2d Mortgage (S. F.), convertible	4,153,000	8	1882	1064	Zu Mortgage	224,500			****	Guarantied by State	200,000	7	1875	
lich. Southern and N'D Indiana :	050.000		1000	100	Real Estate	85,910				Mortgage (Coupon)	250,000	7	1859	**
Michigan Southern, 1st Northern Indiana, 1st	904,000	7 7	1860 1861	103	Northern Central: Balt, and Susq. R. R. (Coupons)	150,000	6	1866		Richmond, Fred. and Potomac: Sterling (£67,000)	324,006	6	1860	
Erie and Kalamazoo	800,000	7	1862		Md. State Loan (B. and Susq.) -	1,500,000	6			Richmond and Petersburg:				
Michigan Southern, conv.	44,000 100,000	7	1863 1863	90 81	York and Cumberland 1st Mort. York and Cumberland 2d Mort.	175,000 25,000	6	1870		Coupon*Rutland and Burlington:	159,000		1875	^*
Northern Indiana, conv	128,000	7	1863	88	Y. and C. guar, by Balt, 3d Mort.	500,000				1st Mortgage	1,800,000	7	1863	3
Goshen Air Line	1,116,000	7	1868	100	N. C. Contract, 2d Mort Construction, 2d Mort	300,000	6	1875		2d Mortgage	937,500	7	1863	44
Detroit and Toledo 1st General Mortgage (S. F.)	684,000	7	1876 1885	76 99	Northern (Ogdensburg):	2,500,000	6	1885	804	3d MortgageSacramento Valley:	435,050	7	1863	
2d General Mortgage	2,572,000		1877	84#	1st Mortgage	1,494,000	71	1859	71	1st Mortgage	400,000	10	1875	
Milwankee and Beloit:					Zu Mortgage	3,077,000	71	1861	48	2d Mcrtgage	329,000	10	1881	
1st Mortgage	630,000	8		-	North Missouri: State Loan (80 years)	4,350,000	6			Mortgage	125,000	10	1856	
1st Mortgage	400,000			****	North Pennsylvania:				*1940.10	Mortgage	[997,000	7	1866	
2d Mortgage	200,000	7			Mortgage	2,500,000	6	1875	80	Mortgage	1,000,000	7	1875	
Milwankee and Horicon:	420,000	8			Northern (N. H.):	360,000	10	1883	964	Sand'sky, Mansheld and N'wark: 1st Mortgage	1,290,000	7	1866	
2d Mortgage	600,000	8			Mortgage (due 1860, '64 and '74)	219,500		var		Baratoga and Whitehall:	2,200,000			1-"
dilwankee and Prairie du Chien :	0 500 000		1001	00	Norwich and Worcester:			1000	,,,,,,	1st Mortgage	250,000	71	1858	-
1st Mortgage (Qoupon)	2,526,000	1	1991	93	Mass, State Loan	400,000 205,800		1877 1860	****	1st Mortgage	100,000	11	1856	-
1st Mortgage	1,007,363	7			Mortgage Ohio and Mississippi (O. and Ind.):	100000				1st Mortgage	300,000	7	1860	1.
dississippi Central and Tenn.:			1		lst Mortgage	2,193,500	†	1858		3d Mortgage	75,000	7	1870	-
State (Tenn.) Loan fississippi and Missouri:	529,000	0			2d MortgageConstruction	316,995 4,637,920	+	1858	10	South Carolina:	60,000	1	1800	
1st Mortgage (convertible)	1,000,000	7			Income	3,591,185		1858	17	State Loan	187,000	5	1868	-
2d Mortgage (B. F.)	400,000				Orange and Alexandria:			1866		State Loan Sterling Sterling	183,333	6	1863	-
Oskaloosa Division Land Grant	1,425,000 7,000,000	7			1st Mortgage 2d Mortgage or 1st Extension	400,000 1,200,000	6	1875		Southern Mississippi:	2,000,000	0	1806	-
dississippi and Tennessee:					2d Extension	600,000		1873		1st Mortgage	500,000			
Tennessee State Loan	98,000		1885		Pacine (Mo,):					South-Western (Ga.):			1000	1
Mississippi State Loan	202,799 171,000	6	1876		State (Mo.) Loan State Loan (S. W. Branch)	7,000,000 2,800,000				1st Mortgage	631,000		1875	-
lobile and Ohio:			2010		Construction	4,500,000				1st Mortgage	500,000			J.
City (Mobile) Tax Loan Tennessee State Loan	400,000			-040	Panama:		_	1008		2d Mortgage *Steubenv, and Ind. (P. C. and C.):	450,000			
Alabama State Loan	674,860 889,410	6			1st Mortgage Sterling 2d Mortgage Sterling	1,250,000 1,150,000	77	1865 1872	100	Steubenv, and Ind. (P. C. and C.):	1,500,000	7	1070	1
Income	1,508,070	8	'61-'67		Pennsylvania:	1,100,000				1st Mortgage	900,000	7	1865	1
Sterling	878,035	6	1888		1st Mortgage (convertible)	4,905,000	6	1888	1041	2d Mortgage*St. Louis, Alton and Chicago:		1		1
Mississippi State Loan	200,970	6			2d Mortgage	2,319,000 1,957,440	6	1875 1875	98	I IN MORENAGE	2,000,000 1,535,000	71		117
Alabama State Loan	122,622				2d Mortgage 2d Mortgage Sterling State Works Bonds	7,200,000			89	2d Mortgage	1,000,000	101		
Mortgage (due 1860, '63 and '65).	350,000		var.					1001	00	St. Louis and Iron Mountain				1
Mortgage	450,000	8	1866		1st Mortgage	600,000	7	1861		State (Mo.) Aid	3,501,000 500,000			-
Mortgage Bonds	655,250	6	1876	98	Bangor City 1st Mortg. (Conpon)	780,000		74-75		St. Louis County Subscription .	1,000,000			
Preferred Stock	1,175,000	10		115	2d Mostgaga (Coupon)	268,800		1876 1871		Sunbury and Erie				1
Luscogee :	249,000	7			3d Mortgage (Coupon)	156,600	0	1017	****	1st Mort. (Sunbury to W'msp't) Mortgage (half to State)	7,000,000	5	1877 '75~78	8
1st Mortgage				-	1st Mortg. (W.Ext.) convertible.	500,000		1862		Syracuse, Binghamton and N. Y.				1
Mortgage (State endorsed) Chat, and Clev. Subse. (endors.)	1,500,000 231,000				1st Mortg. (E. Ext.) convertible. Petersburg:	500,000	8	1873		1st Mortgage Coupon Terre Haute, Alton and St. Louis	1,400,000	7	1876	1-
New Albany and Salem :					Mortgage (due 1863 to 1872)	103,000	7	var.		1st Mortgage (convertible)	1,000,000	71	72 د82	2/1
Crawfordsville	175,000	7			Mortgage (due 1863 to 1872) Petersb'g and Lynchb'g (S. Side) : State (Va.) Loan (S. F.)					2d Mortgage (convertible)	2,000,000	71	168-70	1
1st Mortgage	500,000 2,235,000	6			State (Va.) Loan (S. F.)	800,000 865,000		var.		Tennessee and Alabama:	814,000			1
1st Mortgage					1st Mortgage (1859-70-75)	378,000	6	var.		State (Tenn.) Loan Terre Haute and Richmond:	014,000			1
Mortgage	450,000				Special Mortgage (1865-'68)	175,000	6	var.		1st Mortgage (convertible Toledo and Wabash :	230,000	7	1866	1-
Mortgage Extension	200,000				Last Mortgage (1861 to 1869) Phila., Germant'n and Norrist'n:	133,500	0	var.	****	1st M. (Toledo and Wabash)	900,000	7	1865	
lew Haven and Northampton:					Consolidated Loan	274,800				1st M. (L. E., Wab, and St. Louis)	2,500,000	7	1865	1
1st Mortgage	500,000		1869		Loan of 1842	100,000				1st M. (L. E., Wab, and St. Louis) 2d M. (Toledo and Wabash)	1,000,000	7	1869	1
New Jersey : Company's (various)	711,000		var	1024	Philadelphia and Reading: Bonds of 1836, (unconvertible)	408,000	5	1867		2d M. (Wabash and Western) Vermont Central:	1,500,000	7	1899	1
New London Northern:					" 1836, "	192,000	5	1880	102	1st Mortgage Coupon	2,000,000		1961	
1st Mortgage	85,000	7		100	1849, "	3,103,600	0	1870	934	2d Mortgage CouponVirginia Central:	1,135,000		1867	-
2d Mortgage					" 1861, " " 1843, "	436,000 1,548,300		1871 1880	102	Virginia Central: Mort., guarantied by State of Va.	100,000	6	1880	
State (Miss.) Loan.	255,000		'63 '4'8		" 1844, (convertible)	863,000	6	1880	102	Mortgage (compone)	198,000	6	1872	
1st Mortgage Cour.on	2,605,000	8	1886		1848, "	124,000	6	1880 1880	102	Mortgage, (coupons)	926,000	6	1884	1
Louisiana State Loan	641,000	6			1849, "	83,000 3,586,500		1886	102 89	State (Va.) Loan	1,000,000	6	1887	1
Louisiana State Loan New Orleans City Subscription 1st Mortgage (S. F.)	1,500,000				1856. "	1.475.000	7	1886	89	1st Mortgage	500,000	0 6	1872	-
1st Mortgage (S. F.)	566,000	8	1889		Bonds and Mortg's-real estate	592,200				2d or Enlarged Mortgage	1,000,000	6	1884	1
Premium (8, F.) Bonds	7,552,000	6	1883	100	Preferred Stock	1,551,800		*****	****	Balt Works Br. Mort. due '58-'61 Warren (N. J.):	203,000	6	var.	1
Funding (S. F.) Bonds	1,553,000	7	1876	108	Mortgage Loan	2,300,000	6	1884	997		568,500	7	1875	1
Stock Exchange (S. F.) Bonds	680,000			100	Improvement Pittsburg and Connellsville:	119,000	6	1863	****	Warwick Valley, N. Y.:		-	1000	1
Real Estate (S. F.) Bonds Real Estate Bonds	166,000 301,952	l Pe		1003	City of Pittsburg Bonds	800,000				1st Mortgage	60,000 25,000	7	1880 1871	1
Bonds of June, 1854	3,000,000	7		1064	Alleghany Co.	750,000			****	2d Mortgage				1
Convertible Bonds	970,000	7	1876	108	Connellsville "	100,000				Mortgage (new bonds)	800,000	7	1880	1
B. and N. F. R. R. (S. F.) Bonds New York and Erie:	82,500	6	1883	100	Reltimore City	100,000 94,000				Mortgage (new bonds). Western (Mass.): Sterling (£899,900). Dollar Bonds. Albany City Bonds. Hudson & Boston R. R. Loan	4,319,520	5	168-77	ار
1st Mortgage	3,000,000	7		109	Baltimore City Stock	906,000				Dollar Bonds	802,000	0 6	1875	1
2d Mortgage	4,000,000	7	1864	105	1st Mortgage (Turtle Cr. Div.) - Pittsb'g, Ft. Wayne and Chicago:	400,000	6	1889		Albany City Bonds	1,000,000	0 6	166-176	3
Ath Mortgage	6,000,000		1883 1880	99	lat Mortge	5,250,000	7	1911		Hudson & Boston R. R. Loan	150,000	0 6		-
4th Mortgage	1,792,500	7	1883	864	1st Mortgage 2d Mortgage	5,100,000		1911	98		1,000,000	7	1890	1
6th Mortgage few York and Harlem :			The same of	-	od Mortgage	2,000,000		1911	60	1st Mortgage		1		1
1st Mortgage	2,950,000			1024	Fittsburg and Steubenville -				-	1st Mortgage	596,000	7	1866	1
2d Mortgage	1,000,000	7	1864	101	Mortgage Potsdam and Watertown:	800,000	T	1865		2d Mortgage	200,000	1	1872	1
WANTED TO SERVICE STATE OF THE	Juliano.	1 *	-001	1 41	lst MortgageQuincy and Chicago:	800 000	74	64-74		Mortgage, payable in England Sterling, issued in 1858 Company's, endorsed by State.	443,55	5 6	1363	1
3d Mortgage	912,000			94	I THE THOUGHTO	900.000		1.04-19			144,500		1868	

AMERICAN, SCATTER AND TOTAL

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling-Stock," sgnifies that the cost is included in that of "Railroad and Appurtenances," A dash (-) signifies "nil."

Running dots (----) signify " not ascertained." Land-Grant Railroads are in "italics."

	Re	ilroa	d.	or	Eq	uipi	men	t.				Abstract	of Balan	ce Sheet.		-Hi	inel.	-000- Inf.	Earnin	gs.	1	
-		- 4	pue		-	C	ars.			Proper	ty and A	ssets.	Li	abilities.		la rei	d, tr	oy lo	F. 11		,	8
Years ending.7	Main Line.	Lateral and Branch Lines	2nd Track an	Road in progree projected.	Engines.	Passenger.	Project etc.	Freight, ord	Companies.	Railroad and Appurten- ances.	Rolling- Stock.	Invested in foreign works.	Share Capi- tal paid in.	Bonded and Mortgage Debt.	Floating Debt,	Balance Total, incl. all other assets and liabilities.	Road operated,	Mileage run by loco- motives with trains.	Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	N	No	N	0.	A		*	\$	*	\$	*		M.	M.			p. c.	p.
Jun. '60 Feb. '59		_		50.0		2		10	ALABAMA. Mabama and Florida	1,451,336 461,505	30,991		877,953 335,010	503,500 109,500	105,255 21,632				101,102 55,791	37,806 31,852		-
May '60 Jun. '59	109.6	-		57.	8 1	1 8		102 4	Ala, and Tennessee Rivers Mobile and Girard	2,261,927 1,500,000	184,906		1,067,006	777,777	240,485				207,626	111,232 21,006		-
Apr. '61 May, '61	-	_		67.	2	0 2	8 5	10 1	Jobile and Great Northern	590,216	:		€00,431			600,431			1,402,858	695,370		:
'eb. '60 lay,'61	88.5	28,4		209.	5 -	3 14	2	- 4	Mobile and Ohio	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,269	6	!
Tov. '58	38,5	=		301.		-	-	1	Cairo and Fulton demphis and Little Rock	553,877	*		351,524	446,000	10,72	811,949					_	-
eo. 160	22.5	_				-		8	California.	1,493,850	*		793,850	700,000		1,493,850	22,5		230,251	104,894		-
fuly '60	23.8	-	2.8		-	4 2	4	43 1	Connecticut.	343,103 3,903,458			307,010		319,444	4,823,922	23.8		77,028 859,147	34,866		
un. '6' lug. '6'	1 61.4	1.6	15.0			8 2	1 3	302 1	Hartford, Provid, and Fishkil Hartford and New Haven	3,207,396	254,000		2,350,000	927.000	13,356	3,9 5,087	73.0	823,491	712,876 319,106	354,136 77,035	14	
Dec. 160	0 57.0	-	1.3		-	7 1	1	179	Housatonic Naugatuck N. Haven, N. London and Ston	2,439,778 1,381,800 1,454,040		0,24	- 1,031,800 - 738,538	289,750	21,40	1,342,958	57.0	137,813	263,209 135,072	94,591		
Dec. 16	0 46.0	8,8		9	_	6 1	-		New Haven and Northampton	1,400,000	*		922,500	500,000)	1,422,500	55.5	120,671	149,317 116,897	149,317 102,725	5 2	
Dec. '6	1 61.3	1.0	63.	8		31 7 14 1	4	368	New London Northern New York and New Haven.	4,640,60	675,26	200,000	3,000,000	1,890,000		- 1,717,52	3 117.4	579,65v	925,075 288,512	325,573 108,624	3	-
Nov. '6	0 84.3	3	10.		- -	14 1	-		Norwich and Worcester Delaware Newcastle and Frenchtown _			43,52	406,13	2 870,000	1	7 1,607,68	4 84.	136,631	138,970 22,308	41,46	8	-
)ct. '6	2 154.5	2	-	- 18	50				FLORIDA,													
Apr. '6	2 59.1	9	- 3. 5.	.0	0.	8	1	6	Florida and Alabama Flor, Atlantic and Gulf Centre	1	30,58	6	191,48		0 75,89				7,857	3,53		_
'6	2 100.0	3.1	10.	0 153	.5 -		-		GEORGIA.			-					- 29.		440.000			Ī
Jun. '6	12 92		- 8.	7 70		16	7		Atlanta and West Point Atlantic and Gulf-M. Trun	k			1,250,00			1,597,38	_ 30.	0	418,036	265,82		_
Dec. '6 Apr. '6	30 43.	5		-	.7 -		-		Augusta and Savannah	1,032,20	0 .		733,70 151,88	7			- 53.	0	168,988	95,61		_
Nov. '6	30 191. 30 171.	0 61				53 6	32	697	Brunswick and Florida Central of Georgia (and Bank Georgia (and Bank)	4,366,80	0	1,003,65	4,366,80	00 312,50	00	- 6,590,17 - 8,123,34	13 232	.0	1,715,025 1,159,188		3 8	l
July '	50 102	5				19 1	16	171 107	Georgia (and Bank) Macon and Western Muscogee	1,500,00 774,24	0 * 4 162,53	4	- 1,500,00 - 669,95	0 249,00	12,29	_ 1,026,86	38 50	.0	404,618			
May, 1	68.	1 100	8 16	2 _		7 3 18	2 4 22	33 201	Muscogee Savannah, Albany and Gulf South Western Western and Atlantic	1,386,63	52,37	14	- 1,275,90 - 2,921,90	396,50	19,9		10 71 13 228 - 138	.8	832,343	388,88 454,54		
Sep. 's			-		1		30	705	ILLINOIS. Chicago, Alton and St. Louis	5,901,49	•		8,500,00	d own'd b		10,000,00	1		1,098,465	11 050		
Apr. '	61 138.	0	- 26			62	31	990	Chic., Burlington and Quincy Chicago and Milwaukee	6,062,92 1,799,89	8 1,405,99	08 2,726,98 39 120,00	4,689,34	10 3,814,51	16	10,195,2	57 168	0 0 14 mo.	1,514,478	242,5	34	•
Apr.	60 194	0		=	= -		57		Chicago and Northwestern Chicago and Rock Island	9,344.80	3	115,28	_ 2,000,00	7,869,0	75,8	29 9,344,86 - 7,473,0	63 194	0 10 mo.	384,656 1,093,934	139,8	22 -	4
Nov.	58 33	2	-	= =	_		63 1	900	Fox River Valley	580,00	6 + 5 1,311,91			580,00	00	10,469,3	- 84	0	1,462,752		-	-
May.	61 175	0:-	_						Great Western	5,022,92	8 *	- 010,00	- 1,600,00 - 15,829,01	00 2,391,00	00	29 33,504,0	175	0	485,948	181,5	29 -	-
Dec.			.5		1.5	112	94 2	2,347	Illinois Centrul Illinois River Ohio and Mississippi	4,870,58						29 00,004,0	148	_	2,500,700	1,100,0		-
	148 46		= ::			==	-		Peoria and Bureau Valley				1,780,2	95 8,292,46			op	er by Chic	& R. Is	125,0	00 -	_
!	58 186	.0 =	= =		9.0				Peoria and Hannibal Peoria and Oquawka Quincy and Chicago	5,400,0		-	1,569,8				186	0.0 oper.by	Pos 6	0-1-		_
Dec.	58 100	0.0	= ::						Rock Island Bridge				800,0				op	er by Chic	3. & R. Is		y	_
Dec.	1		.8 1	22 -	-	31	30	424	Terre Haute, Alton & St. Lou Indiana.	1		87	3,026,9			40 8,865,2			- 823,76			
	108	0	= ::	7	3.0				Cincinnati and Chicago Cincinnati, Peru and Chica	go						0.000	2	3.0	040.00	110.0	-	_
Aug.	60 72	4 -	= ::	=======================================		19		374	Evansville and Crawfordsvi Indiana Central	1,667,0	39 274,0	81 26,6	41 610,0	50 1,178,0	00 40,5	50 2,108,0	11 10	0.0 366,12	249,86	133,0	09 -	_
Dec.	60 84	0.8 20	0.2	-		23	19		Indianapolis and Cincinnati Ind., Pittsburg and Clevela	nd 1,896,2	14		00 835,9	71 1,023,3	84 87,2	399 3,458,1 219 2,031,9	42 8	1.0 8.0 303,16	448,856 277,955 1 297,98	2 119,7	45 -	_
Dec.	259 64	3.0 -		1.0			16	119	Jeffersonville Lafayette and Indianapolis .	1,850,0	00] *	278,5	1,000,0	600,0	00	2,000,0	00 6	1.0 5.0 201,40				
1Dec.	'58 288					23			Madison and Indianapolis Louisv., N. Albany & Chica	go 6,000,0	00 *	356,7	2,800,0	0,000,0	00 2,000,0	000 6,000,0	00 28	8.0			02 -	_
0 Nov.	'61 7	3,0			-	18	17	29	Peru and Indianapolis Terre Haute and Richmond Iowa.	1,611,4	00	121,6	1,100,0 1,381,4	820,0 150 230,0	80,0	1,975,8	00 7	325,70	377,69	216,1	84 10	0
1 Jan. 1 Dec. 1 Dec.	758 759 8	6.0			01.5	7		10	Burlington and Missouri	ra. 1,350,0	00 *		752,7 516,0 2,469,7	072 860,0		084	8	0.0 6 0 7 mo' 1.0 107,64		9 46,7	71 -	
Jun.			==	- 4	69.0 38.0	-	7		2 Dubuque and Sioux City Iowa Central Air Line				2,409,7 245,0 921,4	755,0	000	2010,0		8.5 11 mo'		-	-	1
1 Jun.	'59 1	8.5 1.2 5.0 5			01.3 57.3 12.0		4		4 Keok., Ft. Desmoines & Mi Keok., Mt. Pleasant and Mu Mississippi and Missouri	nn. 1,037,6 180. 745,7 4,198,0	03		548,		000 60,4	1,022,6	308 1	1.2 7.6			-	
1 Oct. 0 Jun.	'59 8 '57 9	0.0	_		13,0				KENTUCKY. Covington and Lexington - Lexington and Big Sandy -	3,743,		024	1,582,1	169 2,930,0 59, for \$2	000 337,0 6,0 00.	532 4,375,9	2	0.0			34 -	
Jun.	'58 1 '61 9	3.C - 9.0 -	_		22.0	-	-		Lexington and Danville	765,	00	300	694,	144 71,0	000	735.1	1	3.0 oper.b	108,94	Lex. 4 43,3	67 -	
Jun. 1 Oct.	2611 6	5.1 -	4.0	16.9	- {	13		1	Louisville and Frankfort Louisville and Nashville	1,383,	26 126,	735 6,	540 1,104, 5,538,	587 414,0	519	735,1 1,649,6 269 9,455,5	551 6 250 26	5.1 244,7	73 245,91	4 43,3 1 98,6 8 371,3	79	
	'59]	18.8	-		70.2		20	9.5	Maysville and Lexington	***							1	8.8 oper.b	y Cov.	Lex.	-	10
		22.0 -	-		_				Clinton and Port Hudson .	662	566							7.0	-		-	
1 Dec.	, 7601 1	80 Ol	-		178.0	12	12	2 21	Mexican Guil 16 N. O. Opelousas and Gr. We 13 N. O. Jackson and Gr. North Vicksburg, Shreveport & Te	8,954,	120 505,		8,242,	318 566,	000 839,	297 5,855,	320 8	0.0 180,2	481,92			ş
AT ATT	.00	- 0.0v	-		205,0	45	87	5	Bickshare Shrenenort & Te	zas 1,662	152 1,040,	102	1,283,	015 248	000 1,150,	434 1,710,		8.7		4 555 4	04	ø

AMERICAN SCALLROAD HUTCHAS

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

Railroad, 5 Equipme						aipi	nent,	1			Abstrac	t of Balar	nce Sheet,		- 1	inel.	ns.	Earn	ings.		1
			pun		-	-	ars.		Proper	rty and A			Liabilities,		tal, her	etc.	by lo				
Years ending.	Main Line,	Lateral and Branch Lines	2nd Track ar Sidings.	Road in progress projected.	Eng	Passenger.	-	Companies.	Railroad and Appurten- ances.	Rolling- Btock.	Invested in foreign works,	Share Capital paid in.	Bonded and Mortgage Debt,	Floating Debt.	Balance Total, incl. all other assets and lisbilities.	Road operated, incread leased, etc.	Miles	Gross.	Net,	Dividends.	Price of share
	M.	M.	M.	M.			No.	MAINE.	\$	8	*	*	8	*	\$	M.	M.	40 166		p. c.	Po
81 May, '59 31 May, '61 81 Dec. '60 30 Jun. '59 30 Sep. '61 31 Dec. '59 31 May, '61 31 May, '61 31 May, '61	55.0 149.0 12.5 63.0 54.7 51.3 37.0	9.5	25.0 2.0 8.0	-	4 12 4 11	10 17 3 11 10 13	349 45 120 93 118	Androscoggin Androscoggin and Kennebee - Atlantic and St. Lawrence - Bangor, Oldtown and Milford. Kennebee and Portland - Penobescot Portland, Saco and Portsmouth Somerset and Kennebee - York and Cumberland - York and Cumberland -	6,788,205 244,726 2,871,264 828,412 1,618,473 1,494,792 783,763	104,019		151,833 457,900 2,494,900 135,000 1,287,779 180,497 557,779 1,500,000 169,200 370,000	1,748,857 3,472,000 1,280,000 300,000 1,105,400	75,000 95,968	2,345,574 7,988,475 244,726 2,990,998	137.0 149.0 12.5 109.5 54.7 51.3 37.0	139,958	An.&K.	177,218 Loss, 91,487 70,566 115,732 28,404	8 6 7 — 8 6 2 6	6 78
80 Sep. '60 2 30 Sep. '60 2 81 Dec. '61 1	279.6	7.2	16.4	=	235	124	3,272	MARYLAND. Baltimore and Ohio Washington Branch Northern Central	21,314,042	3,604,731		13,118,902 1,650,000	10,781,833	566,070	31,241,011	286.8		3,922,203 462,880 1,417,977	290,840	9	64 100 23
30 Nov. '61 30 Nov. '61 31 May, '61 30 Nov. '61	21.2 26.7 74.3 47.0 50.0 14.0 44.6 46.0 50.9 11.0 20.1 27.0 21.5 79.6 43.4 16.9 11.5 6.1 6.9 11.1 6.1 6.9 11.1 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0	1.8 8.8 7.0 24.0 1.1 2.3 30.4 1.3 30.9 1.5 7.7 1.0	2.0 43.4 49.7 32.5 60.1 2.7 8.8 25.3 3.8 2.4 3.0 2.3 2.1 2.0 2.4 0.7 14.9 1.7 0.7 14.9 1.7 0.4 1.1 1.1	11.5	6 21 32 22 30 7 12 28 29 3	26 54 27 59 10 13 47 28 3 12	80 566 606 2100 295 109 331 429 655 87 27 324 146 — 358 1 1 308 1 17 144 192 1,183 149	MASSAGUSETTS. Berkshire Boston and Lowell Boston and Maine Boston and Providence Boston and Providence Boston and Providence Cape Cod Branch Connecticut River Eastern Essex Fitchburg Fitchburg and Worcester Hampshire and Hampden Lowell and Lawrence New Bedford and Taunton Newburyport N. York and Boston Air Line Old Colony and Fall River Pittsfield and North Adams. Providence and Worcester Salem and Lowell South Shore Stockbridge and Pittsfield Taunton Branch Troy and Greenfield Vermont and Massachusotts Western (incl. Alb.&W.S. etc.)	500,560 2,428,592 4,300,849 4,301,025 907,761 1,614,385 3,985,684 742,592 3,189,851 293,658 596,651 332,883 568,920 653,014 697,386 744,130 3,434,164 432,430 1,442,470 381,470 250,000	100,000 * 102,100 437,416 123,846 123,846 187,558 315,165 4,416 350,149 40,225 95,683 * 11,247 286,521 82,543 39,426 * * * * * *	465,758 100,000 264,102	600,000 1,830,000 4,070,974 3,160,000 4,500,000 681,689 1,591,100 2,853,400 299,107 3,540,000 500,000 600,000 220,340 283,037 3,015,100 450,000 1,600,000 243,305 259,685 448,700 250,000	#40,000 122,720 163,400 300,000 1,885,000 280,261 55,450 303,014 75,000 213,000 234,900 459,983 81,000 147,000 1991,125 6,271,520 150,000	22,382 86,655 128,104 34,000 197,428 5,900 97,706 15,655 108,5600 140,992 133,585 121,778 270 2,768	4,908,862 776,796 333,884 863,158 698,563	ope 57.7 118.3 61.8 83.6 47.2 25.7 71.6 26.4 ope ope 27.7 21.6 	rat. by	Housat. 449,051 776,065 588,871 928,932 95,871 250,836 565,939 56,060 543,158 33,820 H.&Nh and L'lll 204,374 123,015 18,201 505,520 36,528 and L'lll 50,155 usaton. 129,091 120,048 1,894,668	42,000 128,733 315,071 272,429 408,594 34,072 122,956 246,402 10,188 217,054 7,663 	7 da 8 8 8 6 4 8 8 9 7 7 8 8 9 7 7 8	26 89 61 67 103 97 110 73 6
1 Jun. '59 80 Sep. '69 80 Sep. '60 1	17.8 57.0	-		2.7	2	1	100	MICHIGAN. Bay de Noquet and Marquette. Chic, Detroit & Can. G.T. Junc, Detroit and Milwaukee	built and 8,270,623	equipp 647,596		r. Tr'k R. 2,950,000	R. Co. of 4,250,000	Canada	9,008,369	188,0		365,038	144,270		
81 May, '61 2 81 Mar. '62 2 		281.0	=	89.8 620.0 175.0 112.5 200.0 60.0		85 104	1,334	Grand Rapids and Indiana Michigan Central Mich & N'th'n Indiana Pori Huron and Milwaukee MINNESOR MINNESOR Minnesota and Pacific Souther n Minnesota Minneapolis and Cedar Rapids Minneava Transit Root River Valley	12,487,250 18,616,401	1,644,259	1,130,497 2,404,151	6,057,784 9,018,200	7,968,489 9,750,707	125,000 219,687	14,191,649 18,988,595	329.3 527.0	1,281,263 1,775,728	2,126,699 2,250,518	910,169 1,137,548	8	64 27
30 Apr. '60 2 31 Oct. '59 81 Dec. '58	71.4	-	*****	27.8	25	4	836 41	M1881881PPI. Mississippi Central Mississippi and Tennessee Southern Mississippi M1880VRL	4,966,022 1,254,894	756,292 159,018		2,000,961 798,285 1,000,000	456,949	275,060	6,331,899 1,974,444	59.7		584,342 176,462 250,047	116,433	-	***
30 Nov. '61 31 Aug. '60 31 Jan. '61 28 Feb. '61 28 Feb. '61 30 Sep. '61	206,8 168,8 		16.8	51.0 68.0 93.0 206.0	22	19 26 13	391	Cairo and Fulton	9,959,077 4,201,216	496,254 626,357		2,594,100 3,364,336 68,413	3,860,000	96,429 674,859	12,510,529 7,236,452 18,614,439 5,499,515	168.0 189.0 114.0	327,708 311,665	292,428 683,644 67,866	78,975 277,629 1,516		48
31 Mar. '59 31 Mar. '59 30 Nov. '59 30 Nov. '59 31 Mar. '59 30 Sep. '59 31 Mar. '59 30 Nov. '59	53,6 28,1		8.2 5.6 8.0 2.5 44.0		18 4 21	22	232 289 26 494	NEW HAMPSHIRE. Ashuelot	506,000 2,580,134 2,753,697 825,200 1,500,000 250,000	283,450 322,267	8,219	246,018	150,000 1,050,000 738,200 420,853	109,982 165,883 84,327 13,070	506,000 3,015,880 3,163,731 858,264 1,564,506 250,000 200,000 525,205	ope 93.5 63.6 28.1 61.3 ope 14.6 ope	353,000 353,000 334,532 r.byCon 4,182 r.by Eas	n, River 227,720 327,741 51,698 459,659 cord. 16,603 tern Ma	86,335 125,159 21,866 128,366 15,000 1,528	8	8 12 86 70
31 Mar. '59 30 Sep. '59 31 Mar. '59 30 Nov. '59 31 Mar. '59 31 Mar. '59 31 Mar. '59 31 Mar. '59 31 Mar. '59 30 Apr. '59	20.5 26.8 52.7 69.2 24.7	12.8	4.0		2 22 5	4 13	80 372	Eastern Great Falls and Conway Manchester and Lawrence Morrimac and Conn. Rivers Northern New Hampshire Sullivan	433,404 1,000,000 1,109,860 3,343,167	138,715	33,750	166,748 863,400 595,587	209,927 33,800 383,400 299,500	42,219 108,259 303,517 25,800	477,476 1,005,459 1,282,504 3,393,900	20.5 ope 52.7 82.0	268,657	24,027 cord. 59,774 353,101	88,577 21,156 187,136	8	10
81 Dec. '60 81 Dec. '61 81 Dec. '60 81 Dec. '61 1 Jan. '61 81 Dec. '59 81 Dec. '61 81 Dec. '60	64.2 63.9 60.2 64.0 2.9 58.0 33.8 21.3	82.3		8.0	89 11 2	21	284	Sullivan NEW JERBEY. Belvidere Delaware Camden and Amboy Camden and Atlantic Central of New Jersey Long Dock Morris and Essex New Jersey Northern New Jersey Paterson and Hudson Paterson and Ramapo Warren West Jersey West Jersey West Jersey Warsey	3,128,257 5,918,658 1,829,473 5,254,576 2,553,554 1,626,987 3,609,089 365,344 630,000 350,000	504,500	6,000,000	997,862 2,710,800 976,843 3,630,000 600,000 1,157,800	2,082,000 7,186,000 1,032,076 3,000,000 973,310 340,000 688,000	103,879 83,641 29,057 779,744 1,766,285	3,183,741 12,171,200 2,092,56 5,970,496 2,553,584 1,768,241 5,628,931 630,000 350,000 1,876,713	76.0 124.2 60.2 64.0 53.0 33.8 ope	662,393 Leased 163,703	274,204 2,058,989 160,043 1,201,895 to Erie 263,495 992,767 Y. & E.	162,841 913,829 54,902 673,443 Co. 109,111 579,981 53,400 24,440	12 12 10 8 10 8	13 9 13

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil Running dats (----) signify "not ascertained." Land-Grant Railroads are in "italica."

1	R	ailros	d.	8 OF	Eq	uipn	nent.			-	Abstract	of Balanc	ce Sheet,			inel.	ding.	Earn	ings.	1	1
2		and dnes.	and	gress ted.		Ca	ars.		Proper	y and A	ssets.		dabilities.		ther lia-	ted, in	by loco h trains			1	1
Years ending.	Main Line.	Lateral and Branch Lines	2nd Track Sidings.	Road in prog	Engines.	Passenger.	Freight, etc.	Companies,	Railroad and Appurten- ances.	Rolling- Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance To incl. all of assets and bilities.	Road operat	Mileage run l motives with	Gross.	Net.	Dividenda.	
	M.	M.	M.	M.	_	_	No.	NEW YORK.	\$	8		\$				M.	M.			p. c.	-
Sep. '60	32.9	=	3.8	140,0	5	12	- 53	Albany and Susquehanna Albany and Vermont	548,221 1,557,502	136,038		507,957 439,005	1,575,099	46,139 50,000		ope	r. by Re	ns. & S	arat,	_	-
Sep. '60 Sep. '60	38.3	=	44.0	-	-	6	-	Albany and West Stockbridge Black River and Utica	2,389,559	81,445		1,000,000 822,371		7,121	2,389,559	ope	r by W	estern.		6	_
Sep. '60 Sep. '60	14.8	-	7.0	-		28	=	Blossburg and Corning Brooklyn Central and Jamaica	496,661	40,247		250,000 448,750		42,102	470,000	14.8	22,712	34,310	19,886	3	-
Sep. '60 Sep. '61	24.7 142.0	0.9	23.4	5.	5 28	158 32	402	Brooklyn City Buffalo, New York and Erie_	926,856 3,165,147	335,870		1,000,000	2,412,534	212,075	1,130,000	9 176 0	2,904,88	520,855 593 846	110,89	-	-
Sep. '60 Sep. '60	34.6	-	38.1	1 -	28	34	327	Cavuga and Susquebanna	2,267,158 719,050	521,126		1,950,950 343,500	300,000	27,546 75,556	3,027,49 719,05 450,00	0 39.	61,430	57,649		7	-
Sep. '60 Sep. '60 Sep. '60	46.8	-	2.1	-	10	8	83	Chemung	400,000 500,000 175,000			380,000 500,000 175,000			500,00	0 op	er. by E er. by E 3 46,98	r ie.	80,00	6	5
	144.0	-	115.1	1	58	107	554	Hudson and Boston (West'rn) Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,10 12,28	6	_ 150.	0 967,06	5 2,047,14			_
Sep. '61	297.8	258.1 19.0	313.8	8 -	- 21 - 21	1 237 9 194	3,171	Long Island	26,267,149 31,148,015	5,257,077 4.172.192	921,131 1.311.385	24,000,000 11,000,000	14,613,005 25,326,505	209,35	6 41,045,28 5 38,401,30	9 654. 0 495.	0 3,019,00	7,309,049 0 5,180,32	2 2,601,06 1 1,827,40	8 6	3
	138.	2.1	29.		- 3	3 93 2 8	570	New York and Harlem	0,022,780	-		5,717,190 120,000	0,000,702			- 102.		1,142,85 0 36,35	2 26,34	6 -	_
Sep. '60 Sep. '60	118.0	3.0	17.		2		578	Niegara Bridge and Canand. Northern (Ogdensburg) Swego and Syracuse Pottsdam and Watertown Rensselaer and Saratoga Repokets and Canacy Walle	1,000,000 4,809,856			1,000,000	3,077,000		- 1,000,00 - 4,577,00	0 121.	er. by C 8 395,12	8 458,91	60,00 2 153,08	0	3
Sep. '60 Sep. '60	35.		2.	3	- 1	6 4	46	Oswego and Syracuse Pottsdam and Watertown	791,002 1,537,509	62,51		396,340 665,419	1,000,000	192,74	8	- 75.	4 79,24	0 80,61	1 37,43	6 -	3
Sep. '60 Sep. '60	18.	5	1.	2 21		5 13				-	-	610,000 557,560	150,000	19,98	0	- op	er. by B	., N. Y. d	E.22,04	7	6
Sep. '60 Sep. '60	0 21.	0	1	6	-	2 2 2 9 11 2 1 6	2 1	Sacketts Harbor, Rome & N. Y Saratoga and Schenectady Saratoga and Whitehall	70,468 480,684 820,518	-		10,300 300,000 500,000	83,000				e r.byRe	n a & Ba	r		5
Sep. '60 Sep. '60 Sep. '60	0 13	0	7 3. 0. 7.	3 -		9 1 2 6 3 1	0	Staten Island Syracuse and Binghamton	201,000	36,44		62,73	1 162,08	63,37	4	13	.0	15,72	0 11,8	00-	-
Sep. '66 Sep. '66	0 31	9 -	3.				9 12	Troy and Greenbush	1,366,32	168,43		605,91	1 806,50			112	0 280.64		6 160,2	37 -	6
Sep. '66 Jan. '6	0 2	1 -	2	1 30	.0 -		=	Troy Union	752,60 185,00			30,00 100,00	0 680,00 0 85,00	0	185,0	oo 10	oper. b	h er Co's y Erie I	8. W. Co		-
Sep. '6	0 96,		- 11.			17 1	1 28	NORTH CAROLINA.	1		4	1,499,00	1	1			.7 212,2		1 3 3		0
May,'6	8 223.	0 -	6.		= ::			Atlantic and North Carolina North Carolina	4,235,00	0 *		- 1,545,22 - 4,000,00	0		72 2,419,4	223	.0	103,98	-		_
Sep. '6	9 97. 0 161.	5 15.	0		= 3	23 1		Raleigh and Gaston Wilmington and Manchester	_{ 2,632,73		232,90		0 1,045,00	0 51,3	00 2,934,5	09 171		206,91 469,48 69 477,58	58 219,6	88 -	-
Sep. '5 Mar. '6	0 81	0 3	0	192		24 3	2 14	Wilmington and Weldon Western North Carolina		0 *	107,00	0 1,340,21 0 290,21		70,8	60 364,0	72	020,0	411,00	200,2	-	-
Dec. '6	8		-			17 1	2 20	Онго. Atlantic and Great Western. Bellefontaine and Indiana	613,23 3,027,93		10,00	- 866,98 0 1,859,81	13 1.256 75	77,2	94 60 3,256,7	50 118	3.2	314,0	91 102,7	65 _	-
Aug. '6	1 137	.0 -			- 4	41 3	89 50	8 Central Ohio	5,579,50	8 922,6	70 106,13	3 1,628,3	56 3,673,00	00 1,126,4	58 6,810,4 3,818,7	32 14	1.0	699,7	16 230,5	51 -	7
Dec. '6 May,'5	30 30	.0	-	69	0,1 -	16 1	10 33	Cinc., Hamilton and Dayton. Cinc. and Indianapolis Junc. Cinc., Wilmington and Zanes	v. 0,250,84	1 *	-	2,441,1	76 3.032.00	228,9	78	13	2.0 L8 304,1	68 190,7	45 19,1		_
Dec. 16	30 135 30 67	4 5		18	3.0	12 1	11 25	51 Cleveland, Columbus and Cin 51 Cleveland and Mahoning	c. 4,029,20 2,500,01	7 268,3	03 298,97	1 1,155,1	52 1,693,30	00 304,1	01 5,765,1 82 3,341,0	20 6	7.0 230,4	62 1,085,7 61 369,8	49 238,0	03_	10
Dec. 'd	58 101	.0 102	.5		-	42		Clev., Painesville & Ashtabu Cleveland and Pittsburg	9,320,28	8 *	041,00	- 3,942,30	68 4,918,32	25 653,8	9,661,1	02 20		1,120,3 772,0 919,9	93 332,0	93	14
Dec. 't	58 61	.4 -	4	5	3.0	5	6	09 Cleveland and Toledo	1,574,69	93 *	89,29	- 369,6° - 750,0°	73 575,25	632,4	86	6	1.5 75,1 2.0 144,0	20 68,1	28 19,7 00 17,	63	_
Nov.	61 54	.5 -	- 10	7.9	1.0	14	11 1	03 Columbus and Indianapolis 90 Columbus and Xenia Dayton and Michigan	1,407,34	250,2	558,86 44 4,80	1,490,8	00 318,9	00 50,8	300 2,186,	717 0	pe r. w. I	At. Miam. 375,0	1. 177,	371	
Aug.	60 36	1.6			7.0	5	3	21 Dayton and Western 21 Dayton, Xenia and Belpre	999,1	73 104,9		- 307,2 - 437,8	46 716,0	58	1,104,	086 1	6.6 40,0	62,0	25 3, 00 83,		_
Nov.	61 4	0	= =	-	4.0	6	5	72 Eaton and Hamilton Fremont and Indiana	1,101,7		22 62,63	-			1,358,	867 -	5.0	_	_	108	_
Nov.	58 1	3.0 -	= ::	3	4.0		2	68 Greenville and Miami 50 Iron	172.8	30	4.06	- 300,0 - 118,8	65 50.0	00 8.9	965		3.0 24,	69,3 000 31,1 908 1,836,6	26 10,	460 -	
Jan.	62 18	2.0 2	1.6	7.8		37	22 3 25 5 34 6	80 Little Miami 77 Marietta & Cincinnati, re-or 28 Ohio and Mississippi	3,532,2 rg. 9,792,2 18,635,6	93 *	412,0	02 2,981,2 - 8,781,6 6,584,6	1,400,0	89 106, 00 2 330	4,960, 9,792, 030 18,794,	293 22 721 19	6.6	434,5	290 99,	554 -	-
Aug.' Jun.' Dec.	58 11	7.0	3.0	===	=	17	161 9	38 Pittahnro Columbus and C	m 4.772.9	51 *		- 1,906,7	30 2,400,0	00 466,	215	135 20	25.0 05.9 452,			589 _	-
Dec.	60 11	6.0	0.0	7	4.0		20 2	91 Sandusky, Dayton and Cine 06 Sandusky, Mansfield & New 64 Scioto and Hocking Valley.	2,309,1 1,103,9	25 *	210,0	- 848,7 403,9	770 1,385,2	00 132, 00 100,	0001	anni 6	00.01 70.	000 110,5	200 53,	167 - 100 -	-
Nov.	58 1	9.5 — 9.8 —		2	3.5	5		Springfield and Columbus	340,0	00		1,000,0	000 1,050,0	00 200,	000 2,250	500 6 000 4	pe r. by 19.8 222,	C., C. &			_
Aug.	61 24	24 -				35	1	62 Springfield, Mt, Vern, & Pitte 688 Toledo and Wabash PENNSYLVANIA.		95 *	14,4	55 2,229,3	6,064,0	12 55,	200			502 1,012,	1000	400	
Jan.	59 2	5.0 — 0.5 —	_ 2	3.0 13 3.2 -	36,2	15	2 1,0	97 Alleghany Vailey 95 Beaver Meadow	900,	92 260,	000	1,410,5	378,4 900 2,0 000 53,5	000	1,412,	900	20.5	634 94, 311, 219,	201 164	161 - 554 490	1
Sep.	61 6	2.5	-	3.5 -		11	8	66 Cumberland Valley	1,126,5	74	423,2	956,	900 270,5		1 4 000	040 4	0 2 202	087 249,	778 159 946 1,339	531	
0 Nov.	59 3	6.3	_ 8	23 - 40 -				22 Del., Lackawanna and Wes East Pennsylvania Erie and Northeast		00 16,	Tanoga .	200 5,293, — 386, — 600,	121 865,5	188,	1,308, 579 11,780, 515 940, 1,000, 1,883, 1,809, 550 1,631,	136 8	36.8 ope r. b.F		L		1
l Aug.	'60 8	6.9 1	8.6 2	21.9 -	44.1	3	2	Harrishurg and Lancaster— 17 Hempfield — 000 Huntingdon and Broad Top 818 Lackawanna and Bloomsbu— Lehigh Valley— Little Schuylkill — Lehigh Coal and Navigation 906 Mine Hill and Schuylk Has	1,882,8	68 *		1,087, 1,809,	100 661,0	000	1,883	343 563	32.3	arf. & S. 436,	411 7.	334 267	
1 Aug. 0 Sep.	'59 '59	10.9	1.3	4.6 -	11.1	6	3 1,	000 Huntingdon and Broad Top 318 Lackawanna and Bloomsbi	1,354, arg 2,057,	724 *		425,	015 1,000,0	TOO! TOO!	550 1,631 303 2,164			116,	200 67.	600 -	
0 Nov.	'60 '59	15.7 - 28.0	5.0	22.3 13.5		15	6 -	Little Schuylkill	3,787,	600 *		1,966,	350 1,500,0	000		1	16.7 183, ope r. by	500 679,	908 342	039	
Dec. Nov.	'60 '59	24.5	14.8	4.0 -	10	28	23.	Lehigh Coal and Navigation 026 Mine Hill and Schuylk, Hav	n_ 1,380, ven 2,594, 5,462,	000	838	2,800,	950 3,413,8	303	927 9,803 2,991	,932	72.8	758, 556,	818 670, 192 879,	976	
11 Jan. 11 Aug. 11 Dec. 10 Sep. 11 Dec. 10 Sep. 11 Dec. 10 Nov. 11 Aug. 11 Dec. 11 Aug. 11 Aug	60 3	31.1	28,1 3	9.7	-	18 205	21 124 2,	oto Mine Hill and Scauyivania	5,462, 23,581,	158 3,065.	187 289 8,474,	3,147, 545 13,261,	950 3,413,8 000	947 367	,000 3,299 927 9,803 2,991 ,820 6,205 ,489 32,407 ,000 1,742 25,225	,124 4	23.0 3,476,	812 5,932,	701 2,290	402	į
so Sep.	'59	17.0	7.0		67.0	16	1	Phila, and Baltimore Centre Phila, Germant'n & Norris	ral_ 264, st'n 1,422,	977 228,	665	1 000	500 974	800 104	720 1,742	838	24.0	288,	657 157	194	
il Dec.	150	28.0	4.0	01.0		145	05 6	Philadelphia and Reading. Philadelphia and Trenton	1,000,	000 3,481	401 640,	1,000,	929 12,411, 000 2,475,	100	1,000	,000	28.0 oper.	by Cam.	& Ami	oy	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

Railroad, S Equipment.						uip	ment		1		Abstrac	ot of Balan	nce Sheet.			1g	9 9	Ear	nings,	1
- 44	-40	1 90	pur	Tess	-	1	ars		Prope	rty and	Assets.	1	Liabilities		a de la	d, incl	y loc train		1	
Years ending.	Main Line.	Lateral and Branch Line	2nd Track s	Road	Engines.	-	-	Companies.	Railroad and Appurten- ances.	Rolling Stock,	Invested in foreign works,	Share Capi- tal paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and lia- bilities.	Road operated, road leased,	Mileage run by loco- motives with trains.	Gross.	Net.	Dividends.
91 Oat 161	M.	M.	M.	M.			No.	PENNSYLV ANIA, (Continued.)			*	8	\$	8-	\$	M.	M.	8		p. c.
81 Oct. '61 81 Dec. '61 80 Sep. '59 80 Sep. '59 80 Sep. '59 81 Mar. '61 11 Dec. '59 80 Sep. '59 80 Sep. '59 80 Sep. '60	467.8 31.0 54.0 9.2 28.0 148.0 29.6	15,3 1.2 6.5	3.0 14.9 2.0	-	8 104 7 4 8 4 16	11	9	PENNEYLY ANIA, (Continued.) Pitteburg and Connellaville Pitteby, Ft. Wayne & Chicage Pitteburg and Steubenville Schuylkil and Susquehanna. Schuylkil Valley Shamokin Valley & Pottsville Sunbury (Phila.) and Erie Tioga Westchester and Philadelphia Williamsport and Elmira	2,828,895 17,002,121 1,947,462 1,258,700 573,616 1,241,487 6,393,712 703,349	74,67	8 - 363,004	6,249,433 1,221,277 1,258,700 568,150	97,000 789,970 4,369,070 396,000 944,169	60,821 861,271	3,425,836 18,999,531 1,355,700 573,616 1,724,227 10,169,869 1,679,301	54.0 24.5 148.0 29.6 26.4	2,484,641	3,031,787 34,501 96,227 114,126 83,072 125,597	29,604 54,582 61,848 47,007 4,502	1 34 2 34 7 6
1 Jan. '60 30 Nov. '61			2.0	=	12	17	103	N. Y., Providence and Boston Providence, Warren & Bristol	2,158,000		=	1,508,000	276,800			62.0 13.6	240,449		106,782	2 5
31 Dec. '58 31 Dec. '58 31 Dec. '58 31 Jan. '59 31 July '58 31 July '58 31 Dec. '60 31 July '58	54.9 109.6 40.8 143.2 22.5 32.0 102.0	21.3		182.4 47.4	62	3 9	176	SOUTH CAROLINA. Blue Ridge Charleston and Savannah Charlotte and South Carolina. Cheraw and Darlington Greenville and Columbia Kings Mountain Laurens North-Eastern South Carolina Spartanburg and Union	1,719,045	34,37		1,916,515 706,365 1,201,000 400,000 1,429,008 200,000 400,000 985,743	195,266 884,000 200,000 1,145,000	245,546 108,172	2,919,554 200,000 575,729 2,057,325	13.2 51.9 109.6 49.3 164.5 22.5 32.0 102.0		283,263 341,190	151,536 125,871 8,527 96,145	6
80°Sep. '60 859	47.6 30.0 140.0 271.6 271.6 100.0 59.0 47.4	19,4	1.8 8.0 20.0 20.0 30.6	17.0	2 12 10 43 9	10 10 37 5		TENNESSEE. Central Southern (Tenn.) Edgefield and Kentucky East Tennessee and Georgia. East Tennessee and Virginia Memphis and Charleston Memphis and Ohio. Memphis, Clarkesv. & Louisv. Mississippi and Tennessee Mississippi Central and Tenn. McMinnyllie and Manchester, Nashville and Chattanooga.		58,183 156,264 878,069 141,144 100,500 82,908	129,364	505,214 333,204 1,289,673 536,654 3,809,949 570,000 298,721 798,285 317,447	612,000 2,020,000 1,902,000 2,659,000 1,361,000 740,000	99,110 60,900 200,000 390,407 260,112 145,000	1,137,707 7,627,797	30,0 140,0 130,3 291,0 59,4	29,845 150,142	318,718 297,806 1,635,096 177,256	187,466 3 149,167 873,597 60,029	
859 0 Nov. '60 859 860	34.2 149.7 45.8	44.0	7.0 7.9	11.7	12 39 5	17	319	McMinnville and Manchester_ Nashville and Chattanooga Nashville and Northwestern _ Tennessee and Alabama	533,807 3,632,882 76,016	76,016		144,894 2,056,544 595,922	406,000 1,731,000	5,000		34.2 159.0	30,065	23,808 734,118	13,892 337,384	6
859	30,0		0.6	8.0	-							216,962	860,000 413,000	408,477		45.8 30.0	57,950	127,953 1,248	87,243	=
- '58 - '58 - '60 1 May '60 - '59	25.0	=	6.0	158.0 184.0 75.0 280.0 110.0 756.0	2 7	1 6		TEXAS, (all aided by State). Buffalo Bayou, Braz.& Col'r do Galvest., Houst. & Henderson Houston and Brazoria	*,202,040	*		275-000 455,000		171,560 369,000		32.0 56.0 50.0 70.0 25.0 28.0	102,200	32,670 282,846	196,568	
1 May, '61 1 Aug. '60 1 Aug. '60 1 Aug. '60 1 Aug. '60 1 Aug. '60 1 Aug. '60	119.6 62.0 119.0 47.0 23.7	=	8.6 13.0 4.0 20.0 2.8 0.7	19.6	8 26 10 42 3	18	174 885	VERMONT. Connect. & Passumpsic Rivers Rutland and Burlington Rutland and Washington Vermont Central Vermont and Canada Vermont Valley Western Vermont	3,989,708 1,771,683 8,402,055	193,422 617,743 * * 89,612		1,280,400 2,233,376 950,000 5,000,000 1,350,000 516,164 832,000	3,172,550 3,853,000 793,200	879,119	6,385,045 10,276,299 1,380,695	62.0 166.0 ope 23.7	118,219 349 440 142,839 706,817 r. by Vt. 47,950 r.b.Troy	334,368 150,318 775,569		
0 Sep. '59	77.8 79.2 103.5 88.3 123.3 59.2 140.5 75.1 22.2 23.7 80.0	68.4 10.1 21.3 2.7 2.8	3.8 4.8	=	8	16 13 17 30 10 7 11 19	221 75 175 279 131 418 196 188 23 161 228	VIRGINIA. Alex, Loudoun & Hampshire Manassas Gap Norfolk and Petersburg Norfolk and Petersburg Orange and Alexandria Petersburg and Lynchburg Petersburg and Roanoke Richmond and Danville Richm, Frederick & Potomac Richmond and Petersburg Richmond and York River Seaboard and Roanoke Virginia Central Virginia and Tennessee	1,492,194 2,942,548 2,006,873 5,322,150 3,040,636 1,223,526 3,726,037	42,000 210,680 122,156 374,996 20,554 541,197 838,475		1,403,018 2,969,861 1,500,124 468,605 2,063,655 1,365,300 883,200 1,981,197 1,041,880 635,750 657,812 844,200 3,162,754 3,452,813	36,188 775,500 590,610 5,719,229 2,517,500	88,131 118,789 155,161 590,056 292,842 5,799 75 908 96,828 26,853 52,926 52,929	1,534,194 9 months 4,745,256 1,486,527 6,753,655	113.7 79.2 103.5 167.7 133.4 80.5 143.2 78.6 43.5 23.7 80.0 195.0	703,034 47,702 345,427	136,302 54,121 248,004 450,427 410,166 326,554 560,904 279,945 163,753 240,446 634,081	43,062 16,332 loss 222,214 201,344 213,852 282,328 145,385 79,585	7± 7 6 7
1 Dec, '69 1 Dec, '61 1 Dec, '58 2 '57 1 Dec, '61	55.0 199.9 40.0 42.0 191.9 50.0	42.5	2,5 2,0 24,9 28,3	27.8 85.0 38.8 55.0	5 45		49 40 75 643	Winchester and Potomae WISCONSIN. Kenosha and Rockford Mitweukee and Minnesota Milwaukee and Chicago Milwaukee and Horicon Milwike and Prairie du Chien Milw., Watertown & Baraboo Racine and Mississippi Wisconsin Central	516,830 1,500,000 7,400,000 1,830,073 919,757 7,500,000 514,238 3,802,016 600,000	59,000	23,304	\$00,000 \$00,000 4,940,000 1,000,000 1,101,200 4,842,600 345,861 2,705,720	700,000 2,450,000 600,000 2,526,000 132,000 1,417,000	24,736 25,000 246,365 58,549 1,085,328		55.0 199.9 40.0 42.0 234.4 50.0 104.0	74,243 10 mos.	740,489 49,971 756,476 159,456 60,066 1,108,354 121,401 220,850 er Vall.	347,957 14,469 329,580 82,182 436,039 68,438	
Sep. '68	81.0 87.0 624.0 229.0 24.0	137.0 128.0		72.0 78.0	31 16 2 204 87 2 17 5	130 126	214 17 2,399 1,689 52 837 118	CANADA. Buffalo and Lake Huron	46,651,084 22,153,321	*		6,819,800 15,603,128 14,054,908	8,480,849		7,150,000	81.0 48.0 761.0	166,245		363,670 4,000	6 8
1 Oct. '61 1 July,'61	60.0		12.0		14	18		European & North American New Brunswick and Canada. Nova Scotia.	4,548,564 1,402,748	102,388		4,637,852 1,380,000	13,100	138,000	4,637,852 1,799,232	60,0		130,678 132,555	36,432 36,670	6.10
1 Dec. '61 1 Dec. '60			****	60,1				New Grahada.	4,268,717 8,000,000		800.004	5,000,000	0.400.000		9,603,530	61.6		120,918	26,803	

The following are the closing prices in the

New York Stor Highest Sale Prices for t	he w	xcha eek er	nge.	Jun	: 11.
Th.5.	F.6.	Sat.7.	M.9. 7	Cu.10. V	V.11
U. S. 5s, 1871	001				008
U. S. 5s, 1874 96 U. S. 5s, 1865 98	961	96‡	96‡	99	96
U. S. 6s, 1881, reg 1021	103	103		103	1027
U. S. 6s, 1862	106	106	106	106‡	106
U. S. 6s, 1867	1034		100	100	
Treasury 7 3-10 Notes 106	106	105	106	100 1057	100 105%
STATE STOOKS:-					
Georgia 7s 984	977	98	88	98	****
Illinois Coupon bonds	102	102	100	100	
" Canal bonds 994	1001	100	***		1007
Indiana 5s	2004				100
Indiana War Loan Kentucky 6s	95				
Louisiana 6s					
Maryland 6s					****
Minnesota &s			100		
Missouri 6s	53	5;	55 1 62	53½ 64	61
New York 6s, 1872					
North Carolina 68 South Carolina 68				****	
Ohio 6s					105
Virginia 6s 602	60	59g 58	60 <u>7</u>	61	57
RATTERAN SHAPPS		••			
Buffalo & State Line					
Chicago, Burl. and Q. 74 Chicago and Rock Isl. 644	75 64 ±	76 k	77 64‡	641	78 64
Clev., Col. and Cin.		120		121	121
Clev. and Pittsburg - 228 Clev. and Toledo - 45%	22±	21章	21# 46	46	21 45
Del., Lack, and West					
Galena and Chicago 714 Hudson River 47	71	701 47	71± 47±	70# 47#	70 47
Hudson River 47 Illinois Central (scrip) 63	644	64	65	654	65
Michigan Central 644 M. S. and N. I. guar'd, 574	65 58§	641	64# 58#	64‡ 58	64 58
M. S. and N. I 26	27	26	27	27	27
M. S. and N. I. guar'd, 57‡ M. S. and N. I. guar'd, 57‡ M. S. and P. du Chien 28‡ M. and P. du C. 1st pref. M. and P. du C. 2d pref. M. New Jersey	28	274 98‡	28	281	28
M, and P.du C. 2d pref		66		67	67
New Jersey Central New York Central 912		132 91		132	***
New York Central 914	91#	91#	921	927	92
Erie pref 66	38±	38 ± 65 ±	38± 661	384 664	38 66
N. York and Hariem. 144 N. Y. and H. "pref." - 36	143	14#	14%	154	16
N. Y. and H. "pref." - 36 Panama	36 132		1321	37 ² 133	38 134
Phila, and Reading 50	524		58	58	57
BAILBOAD BONDS :-					
Bailroad Bonds:— Buff, N. Y. & Erie 1 M Chic, and N. W. 1st M. 62 " 2d M	92		92 62‡	63	92
" 2d M		0.4	027	24	24
" 2d M	97	964			***
Chi., Bur. and Q. 8 p.c.106				97	***
Chi. and R.I. 1st M. 70					
2M.8p.c.'81	102			****	
Gal. & Ch.1M.7p.c.'63-102				1021	103
Hann. & St. J. 1 M. 88	47			50	100
Hudson R. 1M.7p.c.'69 2M.7p.c.'60		****	108		
64 OM 722 c 975	91	91	105	106± 91	91
## sink. fund fund ## sink. fund fund fund fund fund fund fund fund	95	954	96	95#	
" 6p.c. 75 95	95	95		95‡	96
Mil and P dn C 1st M. 97		994	99		
		****	104		
Mich. Southern 1st M	106		106	105	105
" " 2d M.Ass					***
" 2d M 83 " S. F. 98	83 98		84 ¥	84	84
M.B.& N.I. I M. S. F				984	99
Northern Ind. 1 M.			101		85
" 2 M	****		201		***
N. J. Central 1st M 2d M					***
N.Y.C.6p.c.certif.'83.100		1004	100	100	
" 1 M.7 p.c. '64 " bonds 1876					
N.Y.&E.1 M. 7 p.c.'67					109
4 2 M. 7 p.c. '64				984	98
" 4 M. 7 p.c.'80 904	91		914	914	92
" DM.7 D.C. '00	90	87		86	•••
N.Y. & H.1 M.7p.c.'73 2 M.7p.c.'64			102	1004	101
" 2 M. 7p.c. '64 " 3 M. 7p.c. '67 Toledo 4 Web 1 M 93	87 94		95	****	
Toledo & Wab. 1 M 93	694	691	70	70	94 69
MISCELLANEOUS:-	V. der	-			
American Gold . 1021		104	104	104	104
Del, and Hnd Canal					
Del. and Hud. Canal Penn'a Coal Co 90± Pacific Mail S. S. Co. 117	954	97 92 116	95	96	96

-		-		
	London Market on the 27th May:			1
1	United States 5s, 1874	80	to	82
	Maryland 5s		22	82
:	Virginia 6s	53	66	55
-	Atlantic and Great Western, N. Y. sec., 1st			
;	mort., 1880, 7 per cent	69	16	71
7.0-4	Erie shares, ex assessment scrip	34	83	35
	Erie shares, 7 per cent, preference		61	584
•	Erie shares, assessment scrip		81	2
-	Illinois Central 6s, 1875	74	44	76
,	Illinois Central 7s, 1875 x. c.	791	44	804
7 8	Illinois Central \$100 shares, \$90 paid, dis	44	66	434
1	Illinois Central, all paid	53	65	55
-	Michigan Central 8s, Convertible, 1869	84	88	86
-	Michigan Central Sinking Fund 8s, 1852	87	53	89
-	Michigan South, and North. Indiana 7s, 1885.	75	66	78
	Do do do \$100 shares	19	44	21
7	New York Central 6s, 1883	81	64	83
	New York Central 7s, 1864	89	46	91
	New York Central 7s, 1876	89	86	91
-	New York Central 7s, 1876	89	2.2	91
	New York Central \$100 shares		88	77
-	New York and Erie 7s, 1867	90	**	92
	New York and Erie, 2d mort., 1859 x.c.		66	90
-	New York and Erie, 3d mort., '83, assented "	834		84
à	New York and Erie, 4th mort.		88	77
	New York and Erie, 5th mort.	72	33	74
	New York and Erie Bonds, 1862, '71, '75		66	-
	New York and Erie shares, assented	-	66	
	Panama, 1st mortgage 7s, 1865	99	44	101
	Panama, 2d mortgage 7s, 1872 x.c.	. 99	66	101
à	Pennsylvania Central 6s		46	89
. 7	Described of the local section of	O.F	42	OFF

American Railroad Journal

Philadelphia and Reading \$50 shares.

Saturday, June 14, 1862.

The Grand Trunk Railway.

In the early part of January last a meeting of shareholders and bondholders in the Grand Trunk Railway was held in the London Tayern, to devise some measure for relieving that great work from its pecuniary embarrassments. A scheme, recommended by a Committee who had been appointed to investigate the whole subject, was accepted, and Mr. Watkins, one of the members, was authorized to proceed to Canada and urge its acceptance upon the Provincial Government. Its principal features were to capitalize the postal revenue payable during the next twenty-five years and amounting to about \$7,000,000, making this available for present uses in paying off a portion of the floating debt and expending about \$2,000,000 for equipment.

A bill to this effect was introduced into Parliament and has just become law. It occasioned, we observe, a good deal of excitement among the members, and a variety of amendments were offered. than aught else. The measure, however, has passed both legislative bodies and become law. A commission is to be appointed to settle the question of the amount of postal payment. The Onebec Chronicle states that this will consist of Mr. Brooks, of Boston, and Mr. Moffatt, of Montreal, with probably Chief Justice Draper, as umpire.

A bill to authorize a consolidation of the Grand Trunk, the Great Western and the Buffalo and Huron Railways, was withdrawn during the session. The capital and liabilities of each interest were to remain separate from those of the others, the object being to prevent ruinous competition by establishing a pro rata distribution of the earnings of the whole. The bill, however, was merely permissive, the consent of three-fourths of the shareholders and bondholders both in England and Canada being necessary before it could be carried into effect. We are not advised of the reason why this bill was withdrawn; but suppose that its market value up to par. The people in the tax-

passage was impracticable at present. As, however, the managers of both the Grand Trunk and the Great Western profess to deprecate the effects of unwise competition, we suppose there will be less of this in time to come than there has been. whether the matter shall ever be regulated by law or not. Some lines that we could name on this side of the line, after several years' trial to run one another off the track, have at last concluded it did not pay!

The National Wire Works.

The attention of locomotive builders and railroad managers is asked to the advertisement of the National Wire Works, which appears in our columns. These works are in this city, the depot being at No. 63 Fulton Street. Wire cloth, such as is used in "Radley and Hunter's Spark Arrester," is made of all descriptions and materials. For covering cylinders, furnaces or other parts of locomotives, an excellent assortment of sheet bras s can be obtained at the establishment of Messrs. Howard & Morse, referred to. Miners can also be supplied with wire rope of iron or copper, and of any required thickness. For all other purposes to which wire is put now-a days, it is only necessary to pay a visit to No. 63 Fulton Street.

The Finances of Missouri.

The recent Message of Gov. Gamble to the State Convention, accompanied by the report of the Auditor, shows that the financial condition of Missouri is quite as favorable as there was reason to expect, considering the ravages of war within her limits during the past twelve months. Most of the former document, indeed, is taken up with narrating events rather than discussing questions of debt, expenditure, income, etc. Of the \$1,000,000 of Defence Warrants authorized by the Convention last fall for the payment and equipment of the State troops first enlisted, we learn that there has been already issued the sum of \$720,000, which may be augmented by outstanding claims to \$775,000. The Governor notices the influences which were made use of to depreciate the market value of these obligations, remarking that its ultimate redemption is abundantly provided for. Of the taxes for 1861 the sum of \$279,425, partly in Defence Warrants, has been collected from the counties: while \$694,220 is still due. Only forty-one counties have paid up in full; but the difficulty apapparently rather for the purpose of killing it off pears to have been increased by the resignation of a number of Sheriffs on political grounds. In seventy-three counties the work of collecting has not commenced. The officers are, however, finding it more easy to make collections as the country gets quieted. "You will thus see," observes the Governor, "that the Provisional Government is not in a worse condition than when it was established. It is true that another instalment of the July interest upon our bonds has become due and is unpaid; but it may be assumed that the holders of our bonds have not expected us to pay the interest when the tide of war was rolling over our State, and that they will not find, in our failure to pay under such circumstances, any reason to doubt our purpose to pay ultimately."

The Auditor in his report recommends that the Defence Warrants be made receivable for the unpaid taxes of 1860 and for those of 1863, as well as for 1861 and 1862-a proceeding which, he thinks, would have the effect of bringing their

paying counties, he remarks, have sustained little or no loss from the efforts of those who endeavored to depreciate them. As the amount of taxable property in the State has decreased, it is supposed that the ordinance in its present shape would have the effect of leaving no funds for support of the civil government, should the taxes for only two years be payable in these warrants, which are not made re-issuable.

The tables appended to this report give the total amount of the tax list receipted for 1861 in 41 counties at \$604,220 74, of which \$253,386 96 has been paid. Adding revenue for licenses the aggregate is \$279,425 51.

The gross amount of revenue of 1861, chargeable against the various Collectors, up to June 1st, 1862, in the forty-one counties referred to is....\$604,220 74 Amount paid into the Treasury, up to above date, including Defence Warrants, is Leaving a balance unpaid on the taxes 350,833 78 received into the Treasury, on the 253,386 96 taxes and licenses of said year is ... On dram shop licenses of St. Louis, 1861 Foreign insurance licenses of St. Louis. 23 294 55 2.744 99

Total amount received in 1861, in cash and Defence Warrants\$279,425 51 Number of Defence Warrants issued up to the 1st of June, 1862, is.... 720,000 00 Amount paid into the Treasury up to said date, is\$94,265 00 Returned and canceled by Paymasters Mo. State 2,410 00-96,775 00 Militia

Total amount of outstanding Defence Warrants, to June 1st, 1862.....\$623,225 00

Cincinnati, Wilmington and Zanesville Railroad.

The following is a synopsis of the report of the Receiver of this road for the fiscal year ending April 30, 1862:

.....\$191,141 Gross earnings. Expenses for working the road 125,045 22

Net earnings \$69,095 31 Or 641/2 per cent. of eatnings.

The number of local passengers carried was 57,029, and the receipts, \$48,501 14. The number of foreign passengers, 9,755, and the receipts were \$14,957 22.

The cash receipts and disbursements for the

Jour many		
RECEIPTS.		
In hauds of Receiver May 1, 1861	\$38,708	80
From passengers, mail and express	70,503	58
" freight		
" foreign roads on transport'n acc'ts		95
other sources	104	16
" renta		00
	2000 704	00
The state of the s	226,794	23
DISBURSEMENTS.		
For E. Gest, Receiver		
For supplies and service		63
Amount paid president, directors and		
company, as per order of court		00
Amount paid G. S. Coe, Trustee, per		
order of court	796	07
Amount paid on old claims	2,468	08
" Attorney's fees	1,363	83
" foreign roads	4,362	66
Balance on hand	52,459	

The following is a comparative statement of earnings and expenses for the year ending April 30, 1861, and 1862:

11-11-1-1-1-1-1-1-1	1860-61.		1861-62.		
May\$	14,504	23	\$13,655	84	
June	14 019	30	13,802	92	
	14,627	66	11,874	88	
	18,759	38	12,869	95	4
September	22,332	74	18,525	79	1
October	22,079	51	17,821	24	
November	16,471	04	16,042	68	
December	16,660	40	20,150	55	
January	18,715	66	19,693	63	
February	12,601	57	16,042	68	ľ
March	15,811	73	13,077	03	
April	15,879	67	13,452	60	
Total \$2	202,402	89	\$188,015	74	
EXPE	NSES.				
May	13,346	33	\$12,543	43	
June	14,467		14,573	13	ı
July	12,456	83	13,814	80	ł
August	14,107	33	14,060	80	l
September	17,009	06	12,146	81	l
October	13,705	77	13,577	58	ł
November	17,199	79	12,724	80	l
December	12,654	64	16,626	39	Į
January	18,368	21	14,965	03	l
February	10,326	66	13,408	24	١
March	11,597	41	12,060	79	l
April	12,863	31	12,465	43	١
Total \$	168,102	22	\$162,968	27	

Elmira and Williamsport Railroad.

We gave last week the income account of this company for the fiscal year ending April 1, 1862. The following is the general account, showing the financial condition of the company at that date: Construction account \$2,136,036 88 Elmira basin 50,000 00 Cash on hand\$3,913 56 Cash items 3,735 00 7,648 56 Freight and toll bills due. \$8,200 86 Less back charges 5,890 00

United States Government, \$6,003 07 Less amount due on Gov-ernment debent's acc't . 5,200 00 803 07 2,395 28 Debts due to the Company Materials on hand, insurance, etc ... 14,678 75 Williamsport basin 1,000 00 \$2,214,873 40

2.310 86

....\$1,000,000 00

7 per cent. mortgage bonds...... Preferred stock......\$500,000 00 Common stock 500,000 00 - 1,000,000 00 Mortgages-Elmira basin .. 50,000 00 Bills payable\$13,470 02 Scrip 5.946 82 Labor and material debt

of W. & E. R. R. Co. . 32,302 20 Tools and patterns..... 3,575 96 55,295 00 Due for wages and material bills... 27,301 15 Debts due by the Company 15,044 72 Coupons, mort. bonds out-

13,803 00

Profits on business of the Company since reorganization..... 53,429 53 \$2,214,873 40

Ebensburg and Cresson Railroad.

The track is being laid on the last section of the Ebensburg and Cresson Railroad, and the work will be completed during the present week \$226,794 28 -Harrisburg Patriot, May 31.

Railroad Earnings -- Monthly,

The receipts of the New York and Harlem Rail. road for May are as follows: May, 1862.....\$94,156 67

1861..... 83,856 46 Increase.....\$10,300 21 The earnings of the Michigan Central Railroad

The Chicago and Rock Island Railroad earned

Decrease......\$8,423 The Milwaukee and Prairie du Chien in the past five months shows an increase in earnings over 1861 of \$80,000.

The earnings of the Galena and Chicago Railroad for May, 1862, were \$150,371 57

Decrease \$15,385 65 Corrected earnings for previous month 90,179 64 The earnings of the Buffalo, New York and

Erie Railway, for the month of May were: 1862.....\$65,072 32 1861 56,173 59

Increase \$8,898 73 Through business was suspended the last week of May by the destruction by fire of the bridge at Lanesboro', on the Erie Railway.

The earnings of the Toledo and Wabash Railroad for May, 1862, were..... \$106,845 44 Do., 1861

Increase \$28,567 83 The earnings of the Chicago and Northwestern Railroad in May, 1862, were: Passengers \$24,081 31

Freight 59,691 22 Mails, express, etc..... 2,656 86 Total \$86,429 39 Corresponding month, 1861..... 84,891 39

Increase \$1,538 02 The earnings of the St. Louis, Alton and Chicago Railroad for May, 1862, were ... \$86,749 06 Do., 1861 75,250 21

Increase \$11,498 85 The earnings by the Chicago, Burlington and Quincy Railroad for May, 1862, were. \$182,585 53 Do., 1861..... 169,099 73

Increase \$13,485 80 The earnings of the Milwaukee and Prairie du Chien Railroad for May were\$130,211 Corresponding month, 1861...... 112,265

Increase \$17,946

Savings Banks in England.

From a Parliamentary return just issued in England, we learn that the number of depositors in Savings Banks amounted to more than a million and a half on the 20th November, 1861, and that the sums invested were close upon forty-two millions sterling. Of this enormous sum, nearly thirty-nine millions were contributed by individual depositors, and the rest by friendly societies and charitable institutions. Among individual depositors, the largest sum, about six millions, is contributed by persons who have invested from

£75 to £100; the smallest amount, some £72,000 only, by persons possessed of from £1 to £5.

Lake and River Defences.

While the New York and Illinois delegation in Congress are urging upon Government the enlargement of the Erie, Oswego and Illinois canals, to a capacity sufficient for the passage of iron-clad war vessels, for the protection of the commerce of the lakes and rivers, and the security of the country bordering upon them, it is to be hoped that the Michigan delegation will urge, as part of the sys-tem to be adopted by Government, the fortification of Mackinaw and the construction of a military road from some principal thoroughfare in the Lower Peninsula of this State, to Mackinaw and through the Upper Peninsula to the water at the head of Lake Superior. There is no section more exposed than that, none more inviting to attack by a foreign foe, and, for what is asked, no greater interest is as much imperilled. Fvery consideration of State and National policy favors the creation of easy land communication between the two Peninsulas of this State, while the importance of fortifying the Straits of Mackinaw is second to no other military necessity on the Lakes .- Detroit Tribune.

Illinois Central Railroad.

The Illinois Central Railroad Company has paid into the treasury of that State, in the last six years, \$779,631. The public revenue now derived from this road reaches nearly \$180,000 per annum.

The Illinois Central Railroad Company, in anticipation of an increased demand for its farming lands on the part of immigrants and our citizens of foreign birth, have established a foreign land department. It is the intention of the company, by this department, not only to effect the sale of its vast quantity of excellent lands, but also to agitate in Europe and at the East the subject of immigration to Illinois.

Camden and Atlantic Railroad.

The City Council of Camden have passed an ordinance authorizing the Camden and Atlantic Railroad Company to continue a branch road on Mechanic street, from Kaighn's Point, to intersect their main line near the Mount Ephraim road. This is intended as the terminus of the new road. now nearly graded, from Keyport to Jackson station, on the line of the Camden and Atlantic Railroad.

Erie City Coal Market.

The coal which comes to this market is from the Mercer county coal fields. This coal is very plentiful there, and is regarded as the best in the world for producing steam. It is taken from the mines to the canal by short railroads. The Erie and Pittsburg Railroad will run through the heart of this region, thus ensuring us always a plentiful supply of coal at reduced prices. We do not see how this road can fail to become one of the most profitable in the State. If we were a capitalist, we would not hesitate a moment to invest means in it .- Erie Observer, May 31.

Wisconsin State Taxes Declared Valid.

The opinions of Chief Justice Dixon and Asso ciate Justice Paine, given this afternoon, reversing their decision of last winter, by which the State taxes for many years past were pronounced invalid, will be found in full in our columns this evening. This places the subject back where the decision of 1855 left it. The court adhered to their former opinion of the present tax law, as an original question, but have receded from their decision of last winter upon grounds of public policy and the principle of stare decisis. This will be good news to the whole State, and extricate it from difficulties otherwise irremediable, - Madison State Journal. June 2.

Railroad Earnings -- Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending May 31, 1862, were: 14,191 passengers \$19,648 38 2.837 68

Total......\$63,490 23 Corresponding week, 1861........67,125 20

Decrease.....\$3,634 97

Premium for Raising Sugar in Ohio.

The State Board of Agriculture of Ohio, will award a premium of \$1,000 to the first person who makes 5,000 pounds of good brown sugar, and a specimen of white sugar of not less than twenty pounds in a single uncompressed block, from beets raised on five acres of ground within the State.

Finances of New Hampshire.

The State Treasurer's Report shows the ordinary finances of the State to be in a satisfactory condition. The State debt, above assets on hand, was, on the 1st day of June, 1861, \$31,668 93. The indebtedness has been reduced the past year \$26,-005 90, leaving the ordinary debt of the State June 1, 1862, \$5,663 03.

Provincial Postage.

On and after the 1st of June, the postage on all letters directed to the Province of Nova Scotia must be prepaid with United States stamps at the rate of ten cents for a single rate. Letters not thus prepaid will be sent to the Dead Letter Office at Washington.

Hudson River Railroad.

The following gentlemen have been elected directors of this company for the current year:

Samuel Sloan, President, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, Erastus Corning, William H. Hays, J. B. Johnston, E. H. Miller, Moses H. Grinnell, J. B. Johnston, E. H. Miller, Moses John L. Aspinwall, Jacob B. Jewett.

Atlantic and Great Western Railroad.

Work has been commenced on this road near Orangeville, on the line between Trumbull county, Ohio, and Mercer county, Pennsylvania. The West Greenville Democrat says work is expected to begin near that place in a few days. There is every prospect that the enterprise will be rapidly pushed to completion.

Automatic Car Couplings

Colonel H. T. Romertze has obtained a patent for an automatic car coupling. This invention. we learn, besides being immensely valuable in the matter of saving manual labor, will operate to obviate many of the lamentable "crushing accidents" which receive almost daily record in the newspapers throughout the country. This is one of the latest and doubtless a valuable improvement in alleviation of the many woes of "poor humanity."-National Intelligencer.

The Troy Fire-Iron Proof Safes.

An article from the Troy correspondent of the Scientific American, which was transferred to the columns of the RAILROAD JOURNAL, has unwittingly given cause for offence, on the part of those who are engaged in the manufacture of iron safes in that city. It related to the late conflagration there, and stated, in substance, that hardly a safe unenclosed by brick passed through the flery ordeal without damage to its contents. It was supposed that this remark conveyed unjust reflections upon Mr. LILLIE, whose safes were extensively used, as well as made, in Troy. Our contemporary, however, puts the matter right by disavowing any such motive, and the Testimonials herewith,

voluntarily offered by nearly fifty persons, will set the matter completely at rest. One of these is signed by fifteen different parties, each of whose safe was exposed from twenty-four to seventy-two hours to the fire, unprotected by water; yet "the money, papers, books, etc., were well preserved. and the safes are suitable for further use."

Mr. LILLIE's safes are manufactured from wrought and chilled iron combined. Noticing this circumstance, the Troy Times observes; "This compound is not warped or displaced by heat. however powerful or long continued it may be; at least, such was the experience in the fire of May 10th. Wrought iron alone in the fire was bent and warped to a considerable extent; but when compounded with chilled iron no test was powererful enough to make an impression." It further observes: "We saw several of Mr. Lillie's safes opened, some of them after they had been in the fire at least thirty hours, and all of them preserved their contents from destruction; though not in a perfect state. Papers were blackened and charred; but in every instance they were available for copying. From one safe we saw \$2,000 in paper money taken out in good condition." It further adds that, "Mr. Lillie's safes not only stood the test well, but in all cases where water was poured upon them to cool them, they came out triumphantly, and proved their superiority beyond all question."

THE GREAT FIRE IN TROY.

Unparalleled Triumph LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

Lewis Lille, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst, which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully,

S. K. STOW, Cashler.

Tav, N. Y., May 14, 1862.

The undersigned, using Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes, at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs. fire-proofs.

James Kenyon, S. O. Gleason, G. O. Gleason, G. W. Coy & Beadle, Coon & Van Valkenburgh, S. S. McClure, Ross & Smith, C. Robert Green, Not dug out—nothing in them.

S. Bachelder, Gates H. Barnard, W. D. Haight, Denio & Freiot, Walsh, Petit & Anthony, J. H. Snyder, Jonathan Seaman.

The undersigned had one of Lillie's Wrought and Chilled Iron Safes, which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible, and could be copied.

DUSENBURY & ANTHONY. DUSENBURY & ANTHONY

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of Lillie's Small Safes, which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of Lillie's Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding. GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufac ture that were in the fire, and below will be found certifieates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being condued in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by Lewis Lillie, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett, Silliman, Matthews & Co.

Lyman Bennett, Silliman, Matthews & Co., Flood & Dunham, E. L. Mallory, John Hutchinson, E. H. Virgil, Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by Lewis Lillie, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH.
H. E. & W. ALENDORPH, Absent.

To whom it may concern: We wou'd certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc. and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 16th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. Lewis Lillis, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unpretected by water, from one to three days.

Stephen Holton,
Bennett, Strickland & Fellows,
Corloss & House,
J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to constitute the same for the late of th

charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the rulns, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent, No. 198 Broadway, New York.

TWO NEW PASSENGER CARS.

4 ft. 8½ in. gauge—64 seats—Saloon in each car—Inside finish in oak—Head-lining—The seats and backs Maquette and Plush—Axles, 4 in.—Journals, 3½ inches. For sale low by WILLIAMS & PAGE,
67 Water st., Boston.

NATIONAL WIRE WORKS. WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS. Locomotive Wire Cloth.

HOWARD & MORSE.

EXCELSIOR STEEL, COPPER, BRASS & IRON WIRE WORKS,

43 Fulton st., New York. Manufactories 3 169, 171 & 173 Union Avenue, BROOKLYN

WILLIAM CABBLE.

MANUFACTURER OF SUPERIOR Fourdrinier Wires, and all kinds of Copper, Brass and Iron Wire Cloth, Locomotive Wire Cloth. Bird

Cages, Sieves, Screens, etc.
SUPERIOR CAST STEEL HOOP SKIRT WIRE, Drawn
Rolled, Tempered and Covered, constantly on hand.

T. G. SELLEW, MANUFACTURER OF

Desks and Office Furniture, WAREROOM No. 107 FULTON ST.,

LIBRARY FURNITURE made to order

THE RECEIVER OF THE CLEVELAND AND PITTSBURG RAILROAD COMPANY gives notice that the assets of the Company are in his hands, subject to the direction of the United States Court for the Northern District of Ohio; that by the order of the Court no portion of the earnings of the road can be applied to the payment of any of the unsecured indebtedness of the Company. All the earnings, after paying operating expenses, rent and mortgage interest, will be applied to the principal of those debts, which are due and secured, amounting at the present time to about a million of dollars. The accrued interest on the three old mortgages has all been provided for from the earnings of the road, and the next interest to be paid is on the funded debt mortgage bonds (given in exchange for the unsecured indebtedness) on the 1st day of July, 1862. The holders of the River Line Bonds, Income Bonds, Dividend Bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court are notified to exchange their bonds and notes before the 25th day of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds can be obtained in exchange for any un-

compromise.

The new bonds can be obtained in exchange for any unsecured indebtedness at the office of the Company in Cleveland, or at No. 25 William st., New York City, of H. C. KINGSLEY.

J. N. McCullough, Receiver.

PROPOSALS

FOR \$333,000 "CENTRAL PARK IMPROVEMENT FUND STOCK OF 1876."

SEALED proposals will be received at the Comptroller's Office, until FRIDAY, the 27th day of June, 1862, at 2 o'clock, P. M., when the same will be publicly opened for the whole or any part of the sum of THREE HUNDRED AND THIRTY-THREE THOUSAND DOLLARS of the ',Central Park Improvement Fund Stock," authorized by Chap, 35 of the Laws of 1860, and by an Ordinance of the Common Council, approved by the Mayor, April 25, 1860.

The said stock will bear interest at the rate of six pe cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1876.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted, will be required to deposit with the Chamberlain of the City, within fifteen days after the opening of the bids, the sums awarded to them respectively.

them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the dates of payments. Each proposition should be sealed and indorsed "Proposals for Central Park Improvement Fund Stock," and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if onsidered necessary to protect or promote the interests of the city.

ROBT. T. HAWS, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 28, 1862.

Prince's Metallic Paint.

AN INDESTRUCTIBLE COATING

IRON, TIN AND WOOD.

IT consists of seven-y-wo parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead. at is war-ranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood-work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of Iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country. For pathing boilers and making joints, it is considered superior to red lead, or any other preparation. For cleaning metals it takes the place of crocus, "ouge and emery, being better and cheaper. This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

TERMS, By the Barrel or Half Barrel, FOUR CENTS per pound.

A liberal discount made to parties purchasing by the ton.
A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

DANIEL SLOAN, Gen'l Agent, 71 Maiden Lane, New York.

LOCAL AGENTS:

S. R. WILLIAMS, 204 South Front st S. R. WILLIAMS, Philadelphia. CALVIN GAY, 81 State st., Boston.

MINING ENGINEER AND METALLURGIST.

AND METALLURGIST.

A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.

Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.

For further particulars apply to

WM. A. KOBBE. No. 37 Murray Street, N. Y.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

THE BORDEN MINING COMPANY

A RE now prepared to fill orders and to make contracts for the season of 1862, for CUMBERLAND COAL, DELIVERABLE ON BOARD VESSEL AT Baltimore, Md., Alexandria, Va., or Georgetown, D. C. Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft, and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the vary heart of the Coal Basin a superior and perfect article of BITUMINOUS COAL, remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as "BORDEN'S PIT COAL."

Our Railroad friends, and others requiring a superior coal, will find it to their interest to give this a trial before contracting elsewhere.

contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN. 2m21 Nos. 70 and 71 West st., New York.

LEMUEL W. SERRELL, SOLICITOR OF

AMERICAN & FOREIGN PATENTS, No. 121 NASSAU ST., NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAIL-ROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

HENRY RUTTAN, rous of purchasing at a reasonable price

CARS FOR TWO HORSES

COMBINING

ALL

Valuable Inventions,

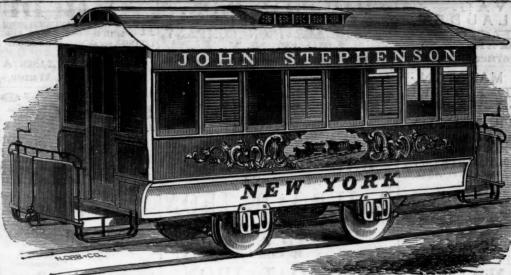
ELEGANT STYLE,

Light & Durable,

Full Size

AND

REDUCED WEIGHT



EAST 27TH STREET.

FOR

ONE HORSE. WITH or WITHOUT

Platforms.

OR TO

Swing on Trucks.

EVERY

STYLE AND VARIETY

OF

CONSTRUCTION.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler REFERENCES. Flues-from 11 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes-from 1 inch to 8 inches inside diameter, with screw and socket con-nections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube-strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe-11 to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF MASON'S SPERM OIL

AND DEALERS IN SPERM, WHALE, LARD AND OTHER OILS, For Railroads, Steamers, Machinery and Burning.

DELAFIELD & BAXTER'S ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength. For sale jut tight barrels, well paperred, on application at their office, by DELAFIELD & BANTER, 104 Wall st. The above CEMENT is used in most of the fortifications building by government.

PASCAL IRON WORKS, STOCK AND BOND COMMISSION BROKER, No. 51 EXCHANGE PLACE,

NEW YORK.

DUNCAN, JHERMAN & CO., New York.
I. SEYMOUR, Pres't Bank North America.
AMERICAN EXPRESS CO., New York.
HOD. EASTES CORNING, Albany, N. Y.
HOD. C. VIBBARD, Albany, N. Y.
INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO., ${ t BANKERS}$ and ${ t BROKERS}$. No. 44 EXCHANGE PLACE, NEW YORK.

STOCKS AND BONDS

BOUGHT AND SOLD ON COMMISSION. W. GREENLEAF. E. B. GREENLEAD

SIMEON DRAPER, Auctioneer.

By SIMEON DRAPER, OFFICE. No. 36 PINE ST., NEW YORK.

REGULAR AUCTION SALES AT 36 PINE ST., EVERY DAY.

STOCKS and BONDS bought and sold at private sale Sale every day at 1 o'clock. See Catalogue.

Livermoore, Clews & Co, BANKERS. 41 & 43 WALL ST., N. Y.

GOLD, TREASURY NOTES And all first-class SECURITIES BOUGHT AND SOLD.

HENRY H. BOODY. STOCK BROKER,

12 WALL STREET, NEW YORK,

BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission. Refer, by special permission, to

WM. A. BOOTH, ESQ., 93 Front st., New York. GEO, A. COE, ESQ., President of the American Exchange lank, New York. ROBERT BAYARD, ESQ., 12 Wall st., New York. S. J. Tilden, Esq., 12 Wall st., New York.

O. W. C. SCHACK, STOCK BROKER, No. 6 BROAD ST., N. Y.

STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.

EUGENE THOMSON & CO., Stock and Bond Brokers, 41 PINE STREET.

STOCKS and BONDS Bought and Sold on Commission INTEREST ALLOWED ON DEPOSITS. C. MILTON RUTTER. EUGENE THOMSON.

DUNCAN, SHERMAN & CO., BANKERS,

Corner PINE and NASSAU Sts., NEW YORK,

CIRCULAR NOTES AND LETTERS OF CREDIT, FOR TRAVELERS,

ALSO, MERCANTILE CREDITS, For use in EUROPE, CHINA, etc.

P. W. GALLAUDET

NOTE BROKER, No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON BANKER AND BROKER, No. 36 Wall st., NEW YORK.

UNCURRENT MONEY

TREASURY NOTES, UNITED STATES ONE-YEAR CERTIFICATES QUARTERMASTERS' AND ORDNANCE VOUCHERS. SPECIE, LAND WARRANTS, AND DOMESTIC EXCHANGE,

BOUGHT AND SOLD.

STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.

LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND. BANKER AND BROKER. No. 4 Broad st., NEW YORK.

GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES, Fire and Marine Insurance Stock and Scrip

BOUGHT, SOLD and ADVANCED UPON. MERCANTILE PAPER AND LOANS NEGOTIATED. INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH, BANKERS and BROKERS.

39 WILLIAM STREET, (FIRST BUILDING BELOW WALL STREET.) STOCKS and BONDS Bought and Sold on Commission MERCANTILE PAPER and LOANS Negotiated.

INTEREST ALLOWED ON DEPOSITS. HENRY MEIGS, Jr. WM. ALEX. SMITH.

SAMUEL HALLETT & CO., BANKERS.

58 BEAVER STREET. NEW YORK CITY.

DEALERS IN

Foreign and Domestic Exchange, AND NEGOTIATORS OF

STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME. THE business heretofore conducted by A. Bridges & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—

BRIDGES & LANE 50 Courtlandt, corner of Greenwich st. New York, March 31, 1862. See Advertisement. JOEL C. LANE.

CHAS. A. MEIGS & SON, BANKERS AND BROKERS, No. 50 EXCHANGE PLACE, N. Y. STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.

Babbit Metal! Babbit Metal

BEST and CHEAPEST in the WORLD!!!-"That's modest!"-says Mr. McGrowler. Well, it is true also, and if the Railroad Committees on supplies will call on me, they will find it so.

BLOCK TIN, ANTIMONY and LEAD for the use of Railroads also sold at the lowest rates by

> LUCIUS HART Nos. 4 and 6 Burling Slip, NEW YORK.

RAILROAD IRON.

RENSSELAER IRON COMPANY TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing. JOHN A. GRISWOLD, Agent, TROY, N. Y.

New York Agency: BUSSING, CROCKER & CO., 32 Cliff at.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales or the United States.

MEAD & BELL, 13 Cliff Street, N. Y.

RAILROAD IRON

ENGLISH and AMERICAN Railroad Iron for de-livery in New York and other markets in the United States and England. Contracts negotiated by

A. & S. W. HOPKINS, 70 Beaver st., New York.

RAILROAD IRON.

2.000 TONS Railroad Iron, New York and Eric pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, affort, or in yard at Brooklyn, ready for immediate delivery; for sale by FIRM THEODORE DEHON, May 8th, 1862.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-pared to make CONTRACTS FOR RAILS deliv-ered free on board at ports in England. For each part ports in the United States

M. K. JESUP & COMP'Y. New York, 1st June, 1859.

RAILROAD IRON. 3,400 RAILS-T pattern-53 lbs. per lineal yard,

CHAS. L. PERKINS, or E. LIVINGSTON, 54 Exchange Place.

RAILROAD IRON.

THE subscriber is prepared to enter into Contracts for RAILS delivered at an English port or at a port in the United States.

JAMES TINKER, 54 Exchange Place, NEW YORK.

Eric Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO., SUCCESSORS TO

MORRIS & JONES & CO., IRON MERCHANTS.

MARKET AND SIXTEENTH STREETS. PHILADELPHIA.

IRON AND STEEL IN ALL THEIR VARIETIES.

BOILER PLATE,
BOILER RIVETS,
CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc. Having the selling agency of a number of the Rolling Mills, urnaces and Forges in this State, orders for any de-cription of IRON can be executed.

RAILROAD IRON

AND COMMON BARS. THE undersigned, sole Agents to Messrs. Guest & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad St.

CAR DUCK

LEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS. H u to 146 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES. For sale by

> WILLIAMS & PAGE. 67 Water st., Boston

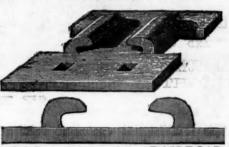
NEW YORK Railroad Chair Works,

J. S. BREBSE,

J. S. DAVENPORT, Secr'y and Treas.

Office, No. 89 Maiden Lane, cor. Gold St., / NEW YORK.

JOSIAH S. LEVERETT & CO.,



THIS Company also manufacture RAILROAD, SHIP AND BOAT SPIKES of a superior quality, which they are prepared to supply at the shortest

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON RAILWAY CHAIRS.

With continuous lips, made to fit exactly the fianges of the ralls. SAML. J. REEVES, V. Pres't, 410 Walnut st., Philadelphia.

UNION COAL & OIL CO., MAYSVILLE, KY.

BRANCH OFFICE No. 126 Maiden L MARCUS A. FINCH, Agent.

MANUFACTURERS of Paraffine Lubricating Oil for Rail-road Cars, Locomotive Engines, and Stationary Ma-chinery of all kinds, including Cotton Spindles, Woollen Machinery, etc., etc.

TRIAL of PARAFFINE LUBRICATING OIL.

By W. B. LEONARD, Esq., Sec'y of the American Institute. ON HIS PATENT DYNAMOMETER FOR TESTING OILS. Pure Sperm Paraffine Oil, Power Oil, Power Exhausted. Exhausted. In favor 100 percent. 100 st

10

CERTIFICATE.

CERTIFICATE.

OFFICE No. 1 SPRUCE ST., NEW YORK.

I hereby certify that the above is a true copy of a trial of
Parafine Oil, manufactured by the Union Coal and Oil Company, of Maysville, Ky., as tried on my Patent Dynamometer,
on the 30th day of September, 1833, showing that said Parafine
Oil contains 75 per cent. more lubricating properties than pure
Summer Strained Sperm Oil.

[Signed 1 W. B. LEONARD.

P. S.—All Oils warranted for the purposes for which they are recommended.

ISAIAH W. SYLVFSTER,
ATTORNEY AND COUNSELLOR AT LAW,
LAW REPORTER FOR THE "AMERICAN RAILFOAD JOURNAL!" Law Reporter for the "Anneigan Railroad Journal No. 8 WALL STREET, NEW YORK."

A PATENT RIGHTS SECURED



THE plan of this Bridge is upon the principle of the SUSPENSION TRUSS; and the from is so arranged in its construction as to impart its greatest longitudinal strength to the whole work.

The subscribers are prepared to furnish large quantities of IRON BRIDGING, for Rallroad or other purposes, at short notice, and at moderate prices.

M. M. WHITE & CO., Proprietors, GLOBE IRON WORKS, 33d St., near 11th Avenue, N. Y.

INSTRUMENTS.

Wm. J. Young

HAS removed his Engineering and Surveying Instrumen Manfactory to No. 43 North Seventh Street, Philadelphia



E. BROWN'S SON, TRANSITS, LEVELS, RODS, CHAINS, ETC. No. 27 FULTON SLIP, N. Y.

J. T. Hobby, (formerly SAWYER & HOBBY MATHEMATICAL Instrument Maker, at the old stand 158 Water st., New York. 1938

W. & L. E. Gurley, Troy, N.Y., MANUFACTURERS of Engineers' and Surveyors' Instru-ments. Descriptive and priced catalogue gratis.

Knox & Shain,
MANUFACTURERS of Engineering & Telegraphic Instruments, 46% Walnut st, Phila. (Two premiume ancarded.)

H. SAWYER.
(of the late firm of SAWYER & HOBBY), MANUFACTURER of Transits and Levels, has remove to Union Place, near Washburton Av., Yonkers, N. Y.

PROFESSIONAL CARDS.

Alfred W. Craven, Chief Engineer Croton Aqueduct, New York,

Charles W. Copeland,

Steam Marine and Railway Engineer, 122 Broadway, New York.

Davidson, M.O.,
Chief Engineer Havana Baliroad Company.
HAVANA, CUBA.

Robert B. Gorsuch, City of Mexico, MEXICO.

James H. Grant, Civil Engineer, Atlanta, Ga.

Theedore D. Judah.

Chief Engineer Central Pacific Railroad of California, SACRAMENTO.

S. W. Hill, Mining Eng'r and Surveyor, Engle River, Lake Superior.

Ellwood Morris, Civil Engineer, Franklin Institute, Phil

Osborne, Richard B., Civil .

W. Milnor Roberts, Civil Engineer, Carliale, Pa.

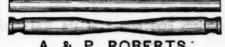
Shanly, Walter, Grand Trunk Railway, Toronto, Cans

Charles L. Schlatter, Chief Engineer Brunswick and Florida Railro Brunswick, Georgia.

Charles B. Stuart, asulting Engineer, 19 Nassaustr., New York.

WHEELS AND AXLES.

CAR AXLE WORKS.



A. & P. ROBERTS, PENCOYD IRON WORKS,

OFFICE No. 410 WALNUT STREET, PHILADELPHIA. Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS CAR WHEEL WORKS.

Callowhill & Sixteenth Sts., PHILADELPHIA, PENN., FURNISH

CHILLED WHEELS.

FOR CARS, TRUCKS, and TENDERS.

CHILLED

Driving Wheels and Tires FOR LOCOMOTIVES.

ROLLED AND HAMMERED AXLES.

WHEELS and AXLES. FITTED COMPLETE.

G. G. LOBDELL. H. S. McCOMBS. D. P. BUSH

BUSH & LOBDELL, WILMINGTON, DELAWARE,

MANUFACTURERS OF

CHILLED WHEELS

TIRES. FOR RAILROAD CARS

Locomotive Engines.

ARE PREPARED TO EXECUTE PROMPTLY ORDERS TO ANY EXTENT FOR THEIR

CELEBRATED WHEELS.

EITHER SINGLE OR DOUBLE PLATE. WITH OR WITHOUT AXLES.

WHEELS FITTED

TO HAMMERED OF ROLLED AXLES, AND ON THE MOST REASONABLE TERMS.

RICHARD NORRIS. HENRY LATIMER NORRIS. LOCOMOTIVE STEAM ENGINE BUILDERS, SEVENTEENTH STREET, ABOVE CALLOWHILL,

PHILADELPHIA, GED EXCLUSIVELY IN THE MANUFAC

LOCOMOTIVES, RAILWAY TOOLS AND MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacit. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

THE ROGERS Locomotive & Machine

WORKS,

SUCCESSORS TO

ROGERS, KETCHUM & GROSVENOR.

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't, Paterson, N. J. WM. S. HUDSON, Sup't, Paterson, N. J. M. K. JESUP, Vice Pres't. L. P. STARR, Secr'y and Treas'r.

44 Exchange Place, New York.

Locomotive Engines. DANFORTH, COOK & CO.,

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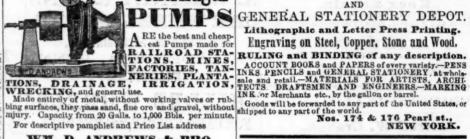
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